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# Hongkong Daily Press.

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BLURRED AND MISTY  
THEN YOU NEED TO CONSULT

**N. LAZARUS**  
OPHTHALMIC OPTICIAN,  
25, QUEEN'S ROAD, HONGKONG.

No. 19,396 號六十九百三千九萬一第 日五十月六年申庚 HONGKONG, FRIDAY, JULY 30TH, 1920. 五拜禮 號廿月七年九國民華中 PRICE, \$3 PER MONTH.

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15, MORRISON HILL ROAD.

**PEAK TRAMWAY COMPANY LIMITED.**

**TIME-TABLE**

**WEEK DAYS**

7.00 a.m. to 8.00 a.m. Every 15 minutes

8.00 " " 9.00 " " 10 " "

9.00 " " 10.00 " " 10 " "

10.00 " " 11.00 " " 10 " "

11.00 " " 12.00 p.m. " " 10 " "

12.00 p.m. to 1.00 p.m. " " 10 " "

1.00 " " 2.00 " " 10 " "

2.00 " " 3.00 " " 10 " "

3.00 " " 4.00 " " 10 " "

4.00 " " 5.00 " " 10 " "

5.00 " " 6.00 " " 10 " "

**NIGHT CARS**

8.00 p.m. to 9.20 p.m.

10.00 p.m. to 11.30 p.m. Every 30 minutes

11.45 p.m.

**SATURDAY**

Extra Car—12.00 Midnight.

**SUNDAY**

1.30 a.m. to 10.00 a.m. Every 15 minutes

8.00 " " 10.00 a.m. " " 10 " "

10.30 " " 11.00 a.m. " " 10 " "

11.30 " " 12.30 p.m. " " 15 " "

12.30 p.m. to 1.30 p.m. " " 10 " "

1.30 " " 3.00 " " 15 " "

3.00 " " 5.00 " " 10 " "

5.00 " " 6.00 " " 15 " "

6.00 " " 8.00 " " 10 " "

**NIGHT CARS**

At 10.00 p.m. on Week Days

**SPECIAL CARS** by arrangement at the  
Company's Office, Alexandra Buildings,  
Des Voeux Road.

Season and punch tickets available for  
all cars, not already full, running at the  
time stated in the Company's time-tables,  
but not for special cars can be obtained on  
application at the Company's Office. No  
season ticket will be issued until payment  
thereof has been made in Bank Notes or  
by Cheque or Comptroller's Order represent-  
ing Bank Notes.

# KOWLOON-CANTON RAILWAY.

## TIME TABLE.

On and after THURSDAY, APRIL 22nd, 1920, until further Notice.  
(All previous Time Tables cancelled.)

### DOWN TRAINS

Stations	No. 3 A Local	No. 3 Through Express	No. 7 Local	No. 9 Through Express	No. 11 Local	No. 13 Through Express	No. 15 Local	No. 17 Through Express	No. 19 Local	No. 21 Through Express	No. 23 Local	No. 25 Through Express
CANTON (Sha Tau)	dep. 7.30	dep. 8.00	dep. 10.30	dep. 11.00	dep. 11.30	dep. 12.00	dep. 12.30	dep. 13.00	dep. 13.30	dep. 14.00	dep. 14.30	dep. 15.00
Shum Chun	arr. 7.45	arr. 8.15	arr. 10.45	arr. 11.15	arr. 11.45	arr. 12.15	arr. 12.45	arr. 13.15	arr. 13.45	arr. 14.15	arr. 14.45	arr. 15.15
Shum Chun	dep. 7.50	dep. 8.20	dep. 10.50	dep. 11.20	dep. 11.50	dep. 12.20	dep. 12.50	dep. 13.20	dep. 13.50	dep. 14.20	dep. 14.50	dep. 15.20
Shum Chun	arr. 8.05	arr. 8.35	arr. 11.05	arr. 11.35	arr. 12.05	arr. 12.35	arr. 13.05	arr. 13.35	arr. 14.05	arr. 14.35	arr. 15.05	arr. 15.35
Shum Chun	dep. 8.10	dep. 8.40	dep. 11.10	dep. 11.40	dep. 12.10	dep. 12.40	dep. 13.10	dep. 13.40	dep. 14.10	dep. 14.40	dep. 15.10	dep. 15.40
Shum Chun	arr. 8.25	arr. 8.55	arr. 11.25	arr. 11.55	arr. 12.25	arr. 12.55	arr. 13.25	arr. 13.55	arr. 14.25	arr. 14.55	arr. 15.25	arr. 15.55
Shum Chun	dep. 8.30	dep. 9.00	dep. 11.30	dep. 12.00	dep. 12.30	dep. 13.00	dep. 13.30	dep. 14.00	dep. 14.30	dep. 15.00	dep. 15.30	dep. 16.00
Shum Chun	arr. 8.45	arr. 9.15	arr. 11.45	arr. 12.15	arr. 12.45	arr. 13.15	arr. 13.45	arr. 14.15	arr. 14.45	arr. 15.15	arr. 15.45	arr. 16.15
Shum Chun	dep. 8.50	dep. 9.20	dep. 11.50	dep. 12.20	dep. 12.50	dep. 13.20	dep. 13.50	dep. 14.20	dep. 14.50	dep. 15.20	dep. 15.50	dep. 16.20
Shum Chun	arr. 9.05	arr. 9.35	arr. 12.05	arr. 12.35	arr. 13.05	arr. 13.35	arr. 14.05	arr. 14.35	arr. 15.05	arr. 15.35	arr. 16.05	arr. 16.35
Shum Chun	dep. 9.10	dep. 9.40	dep. 12.10	dep. 12.40	dep. 13.10	dep. 13.40	dep. 14.10	dep. 14.40	dep. 15.10	dep. 15.40	dep. 16.10	dep. 16.40
Shum Chun	arr. 9.25	arr. 9.55	arr. 12.25	arr. 12.55	arr. 13.25	arr. 13.55	arr. 14.25	arr. 14.55	arr. 15.25	arr. 15.55	arr. 16.25	arr. 16.55
Shum Chun	dep. 9.30	dep. 10.00	dep. 12.30	dep. 13.00	dep. 13.30	dep. 14.00	dep. 14.30	dep. 15.00	dep. 15.30	dep. 16.00	dep. 16.30	dep. 17.00
Shum Chun	arr. 9.45	arr. 10.15	arr. 12.45	arr. 13.15	arr. 13.45	arr. 14.15	arr. 14.45	arr. 15.15	arr. 15.45	arr. 16.15	arr. 16.45	arr. 17.15
Shum Chun	dep. 9.50	dep. 10.20	dep. 12.50	dep. 13.20	dep. 13.50	dep. 14.20	dep. 14.50	dep. 15.20	dep. 15.50	dep. 16.20	dep. 16.50	dep. 17.20
Shum Chun	arr. 10.05	arr. 10.35	arr. 13.05	arr. 13.35	arr. 14.05	arr. 14.35	arr. 15.05	arr. 15.35	arr. 16.05	arr. 16.35	arr. 17.05	arr. 17.35
Shum Chun	dep. 10.10	dep. 10.40	dep. 13.10	dep. 13.40	dep. 14.10	dep. 14.40	dep. 15.10	dep. 15.40	dep. 16.10	dep. 16.40	dep. 17.10	dep. 17.40
Shum Chun	arr. 10.25	arr. 10.55	arr. 13.25	arr. 13.55	arr. 14.25	arr. 14.55	arr. 15.25	arr. 15.55	arr. 16.25	arr. 16.55	arr. 17.25	arr. 17.55
Shum Chun	dep. 10.30	dep. 11.00	dep. 13.30	dep. 14.00	dep. 14.30	dep. 15.00	dep. 15.30	dep. 16.00	dep. 16.30	dep. 17.00	dep. 17.30	dep. 18.00
Shum Chun	arr. 10.45	arr. 11.15	arr. 13.45	arr. 14.15	arr. 14.45	arr. 15.15	arr. 15.45	arr. 16.15	arr. 16.45	arr. 17.15	arr. 17.45	arr. 18.15
Shum Chun	dep. 10.50	dep. 11.20	dep. 13.50	dep. 14.20	dep. 14.50	dep. 15.20	dep. 15.50	dep. 16.20	dep. 16.50	dep. 17.20	dep. 17.50	dep. 18.20
Shum Chun	arr. 11.05	arr. 11.35	arr. 14.05	arr. 14.35	arr. 15.05	arr. 15.35	arr. 16.05	arr. 16.35	arr. 17.05	arr. 17.35	arr. 18.05	arr. 18.35
Shum Chun	dep. 11.10	dep. 11.40	dep. 14.10	dep. 14.40	dep. 15.10	dep. 15.40	dep. 16.10	dep. 16.40	dep. 17.10	dep. 17.40	dep. 18.10	dep. 18.40
Shum Chun	arr. 11.25	arr. 11.55	arr. 14.25	arr. 14.55	arr. 15.25	arr. 15.55	arr. 16.25	arr. 16.55	arr. 17.25	arr. 17.55	arr. 18.25	arr. 18.55
Shum Chun	dep. 11.30	dep. 12.00	dep. 14.30	dep. 15.00	dep. 15.30	dep. 16.00	dep. 16.30	dep. 17.00	dep. 17.30	dep. 18.00	dep. 18.30	dep. 19.00
Shum Chun	arr. 11.45	arr. 12.15	arr. 14.45	arr. 15.15	arr. 15.45	arr. 16.15	arr. 16.45	arr. 17.15	arr. 17.45	arr. 18.15	arr. 18.45	arr. 19.15
Shum Chun	dep. 11.50	dep. 12.20	dep. 14.50	dep. 15.20	dep. 15.50	dep. 16.20	dep. 16.50	dep. 17.20	dep. 17.50	dep. 18.20	dep. 18.50	dep. 19.20
Shum Chun	arr. 12.05	arr. 12.35	arr. 15.05	arr. 15.35	arr. 16.05	arr. 16.35	arr. 17.05	arr. 17.35	arr. 18.05	arr. 18.35	arr. 19.05	arr. 19.35
Shum Chun	dep. 12.10	dep. 12.40	dep. 15.10	dep. 15.40	dep. 16.10	dep. 16.40	dep. 17.10	dep. 17.40	dep. 18.10	dep. 18.40	dep. 19.10	dep. 19.40
Shum Chun	arr. 12.25	arr. 12.55	arr. 15.25	arr. 15.55	arr. 16.25	arr. 16.55	arr. 17.25	arr. 17.55	arr. 18.25	arr. 18.55	arr. 19.25	arr. 19.55
Shum Chun	dep. 12.30	dep. 13.00	dep. 15.30	dep. 16.00	dep. 16.30	dep. 17.00	dep. 17.30	dep. 18.00	dep. 18.30	dep. 19.00	dep. 19.30	dep. 20.00
Shum Chun	arr. 12.45	arr. 13.15	arr. 15.45	arr. 16.15	arr. 16.45	arr. 17.15	arr. 17.45	arr. 18.15	arr. 18.45	arr. 19.15	arr. 19.45	arr. 20.15
Shum Chun	dep. 12.50	dep. 13.20	dep. 15.50	dep. 16.20	dep. 16.50	dep. 17.20	dep. 17.50	dep. 18.20	dep. 18.50	dep. 19.20	dep. 19.50	dep. 20.20
Shum Chun	arr. 13.05	arr. 13.35	arr. 16.05	arr. 16.35	arr. 17.05	arr. 17.35	arr. 18.05	arr. 18.35	arr. 19.05	arr. 19.35	arr. 20.05	arr. 20.35
Shum Chun	dep. 13.10	dep. 13.40	dep. 16.10	dep. 16.40	dep. 17.10	dep. 17.40	dep. 18.10	dep. 18.40	dep. 19.10	dep. 19.40	dep. 20.10	dep. 20.40
Shum Chun	arr. 13.25	arr. 13.55	arr. 16.25	arr. 16.55	arr. 17.25	arr. 17.55	arr. 18.25	arr. 18.55	arr. 19.25	arr. 19.55	arr. 20.25	arr. 20.55
Shum Chun	dep. 13.30	dep. 14.00	dep. 16.30	dep. 17.00	dep. 17.30	dep. 18.00	dep. 18.30	dep. 19.00	dep. 19.30	dep. 20.00	dep. 20.30	dep. 21.00
Shum Chun	arr. 13.45	arr. 14.15	arr. 16.45	arr. 17.15	arr. 17.45	arr. 18.15	arr. 18.45	arr. 19.15	arr. 19.45	arr. 20.15	arr. 20.45	arr. 21.15
Shum Chun	dep. 13.50	dep. 14.20	dep. 16.50	dep. 17.20	dep. 17.50	dep. 18.20	dep. 18.50	dep. 19.20	dep. 19.50	dep. 20.20	dep. 20.50	dep. 21.20
Shum Chun	arr. 14.05	arr. 14.35	arr. 17.05	arr. 17.35	arr. 18.05	arr. 18.35	arr. 19.05	arr. 19.35	arr. 20.05	arr. 20.35	arr. 21.05	arr. 21.35
Shum Chun	dep. 14.10	dep. 14.40	dep. 17.10	dep. 17.40	dep. 18.10	dep. 18.40	dep. 19.10	dep. 19.40	dep. 20.10	dep. 20.40	dep. 21.10	dep. 21.40
Shum Chun	arr. 14.25	arr. 14.55	arr. 17.25	arr. 17.55	arr. 18.25	arr. 18.55	arr. 19.25	arr. 19.55	arr. 20.25	arr. 20.55	arr. 21.25	arr. 21.55
Shum Chun	dep. 14.30	dep. 15.00	dep. 17.30	dep. 18.00	dep. 18.30	dep. 19.00	dep. 19.30	dep. 20.00	dep. 20.30	dep. 21.00	dep. 21.30	dep. 22.00
Shum Chun	arr. 14.45	arr. 15.15	arr. 17.45	arr. 18.15	arr. 18.45	arr. 19.15	arr. 19.45	arr. 20.15	arr. 20.45	arr. 21.15	arr. 21.45	arr. 22.15
Shum Chun	dep. 14.50	dep. 15.20	dep. 17.50	dep. 18.20	dep. 18.50	dep. 19.20	dep. 19.50	dep. 20.20	dep. 20.50	dep. 21.20	dep. 21.50	dep. 22.20
Shum Chun	arr. 15.05	arr. 15.35	arr. 18.05	arr. 18.35	arr. 19.05	arr. 19.35	arr. 20.05	arr. 20.35	arr. 21.05	arr. 21.35	arr. 22.05	arr. 22.35
Shum Chun	dep. 15.10	dep. 15.40	dep. 18.10	dep. 18.40	dep. 19.10	dep. 19.40	dep. 20.10	dep. 20.40	dep. 21.10	dep. 21.40	dep. 22.10	dep. 22.40
Shum Chun	arr. 15.25	arr. 15.55	arr. 18.25	arr. 18.55	arr. 19.25	arr. 19.55	arr. 20.25	arr. 20.55	arr. 21.25	arr. 21.55	arr. 22.25	arr. 22.55
Shum Chun	dep. 15.30	dep. 16.00	dep. 18.30	dep. 19.00	dep. 19.30	dep. 20.00	dep. 20.30	dep. 21.00	dep. 21.30	dep. 22.00	dep. 22.30	dep. 23.00
Shum Chun	arr. 15.45	arr. 16.15	arr. 18.45	arr. 19.15	arr. 19.45	arr. 20.15	arr. 20.45	arr. 21.15	arr. 21.45	arr. 22.15	arr. 22.45	arr. 23.15
Shum Chun	dep. 15.50	dep. 16.20	dep. 18.50	dep. 19.20	dep. 19.50	dep. 20.20	dep. 20.50	dep. 21.20	dep. 21.50	dep. 22.20	dep. 22.50	dep. 23.20
Shum Chun	arr. 16.05	arr. 16.35	arr. 19.05	arr. 19.35	arr. 20.05	arr. 20.35	arr. 21.05	arr. 21.35	arr. 22.05	arr. 22.35	arr. 23.05	arr. 23.35
Shum Chun	dep. 16.10	dep. 16.40	dep. 19.10	dep. 19.40	dep. 20.10	dep. 20.40	dep. 21.10	dep. 21.40	dep. 22.10	dep. 22.40	dep. 23.10	dep. 23.40
Shum Chun	arr. 16.25	arr. 16.55	arr. 19.25	arr. 19.55	arr. 20.25	arr. 20.55	arr. 21.25	arr. 21.55	arr. 22.25	arr. 22.55	arr. 23.25	arr. 23.55
Shum Chun	dep. 16.30	dep. 17.00	dep. 19.30	dep. 20.00	dep. 20.30	dep. 21.00	dep. 21.30	dep. 22.00	dep. 22.30	dep. 23.00	dep. 23.30	dep. 24.00
Shum Chun	arr. 16.45	arr. 17.15	arr. 19.45	arr. 20.15	arr. 20.45	arr. 21.15	arr. 21.45	arr. 22.15	arr. 22.45	arr. 23.15	arr. 23.45	arr. 24.15
Shum Chun	dep. 16.50	dep. 17.20	dep. 19.50	dep. 20.20	dep. 20.50	dep. 21.20	dep. 21.50	dep. 22.20	dep. 22.50	dep. 23.20	dep. 23.50	dep. 24.20
Shum Chun	arr. 17.05	arr. 17.35	arr. 20.05	arr. 20.35	arr. 21.05	arr. 21.35	arr. 22.05	arr. 22.35	arr. 23.05	arr. 23.35	arr. 24.05	arr. 24.35
Shum Chun	dep. 17.10	dep. 17.40	dep. 20.10	dep. 20.40	dep. 21.10	dep. 21.40	dep. 22.10	dep. 22.40	dep. 23.10	dep. 23.40	dep. 24.10	dep. 24.40
Shum Chun	arr. 17.25	arr. 17.55	arr. 20.25	arr. 20.55	arr. 21.25	arr. 21.55	arr. 22.25	arr. 22.55	arr. 23.25	arr. 23.55	arr. 24.25	arr. 24.55
Shum Chun	dep. 17.30	dep. 18.00	dep. 20.30	dep. 21.00	dep. 21.30	dep. 22.00	dep. 22.30	dep. 23.00	dep. 23.30	dep. 24.00	dep. 24.30	dep. 25.00
Shum Chun	arr. 17.45	arr. 18.15	arr. 20.45	arr. 21.15	arr. 21.45	arr. 22.15	arr. 22.45	arr. 23.15	arr. 23.45	arr. 24.15	arr. 24.45	arr. 25.15
Shum Chun	dep. 17.50	dep. 18.20	dep. 20.50	dep. 21.20	dep. 21.50	dep. 22.20	dep. 22.50	dep. 23.20	dep. 23.50	dep. 24.20	dep. 24.50	dep. 25.20
Shum Chun	arr. 18.05	arr. 18.35	arr. 21.05	arr. 21.35	arr. 22.05	arr. 22.35	arr. 23.05	arr. 23.35	arr. 24.05	arr. 24.35	arr. 25.05	arr. 25.35
Shum Chun	dep. 18.10	dep. 18.40	dep. 21.10	dep. 21.40	dep. 22.10	dep. 22.40	dep. 23.10	dep. 23.40	dep. 24.10	dep. 24.40	dep. 25.10	dep. 25.40
Shum Chun	arr. 18.25	arr. 18.55	arr. 21.25	arr. 21.55	arr. 22.25	arr. 22.55	arr. 23.25	arr. 23.55	arr. 24.25	arr. 24.55	arr. 25.25	arr. 25.55
Shum Chun	dep. 18.30	dep. 19.00	dep. 21.30	dep. 22.00	dep. 22.30	dep. 23.00	dep. 23.30	dep. 24.00	dep. 24.30	dep. 25.00	dep. 25.30	dep. 26.00
Shum Chun	arr. 18.45	arr. 19.15	arr. 21.45	arr. 22.15	arr. 22.45	arr. 23.15	arr. 23.45	arr. 24.15	arr. 24.45	arr. 25.15	arr. 25.45	arr. 26.15
Shum Chun	dep. 18.50	dep. 19.20	dep. 21.50	dep. 22.20	dep. 22.50	dep. 23.20	dep. 23.50	dep. 24.20	dep. 24.50	dep. 25.20	dep. 25.50	dep. 26.20
Shum Chun	arr. 19.05	arr. 19.35	arr. 22.05	arr. 22.35	arr. 23.05	arr. 23.35	arr. 24.05	arr. 24.35	arr. 25.05	arr. 25.35	arr. 26.05	arr. 26.35
Shum Chun	dep. 19.10	dep. 19.40	dep. 22.10	dep. 22.40	dep. 23.10	dep. 23.40	dep. 24.10	dep. 24.40	dep. 25.10	dep. 25.40	dep. 26.10	dep. 26.40
Shum Chun	arr. 19.25	arr. 19.55	arr. 22.25	arr. 22.55	arr. 23.25	arr. 23.55	arr. 24.25	arr. 24.55	arr. 25.25	arr. 25.55	arr. 26.25	arr. 26.55
Shum Chun	dep. 19.30	dep. 20.00	dep. 22.30	dep. 23.00	dep. 23.30	dep. 24.00	dep. 24.30					



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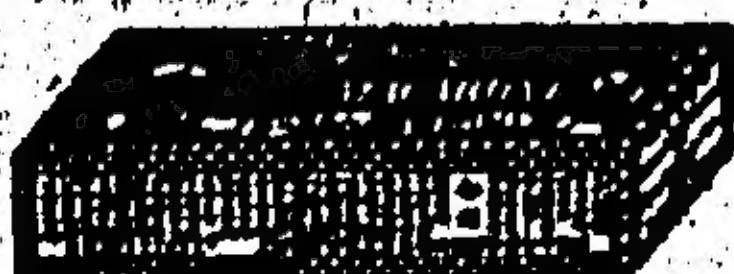
TELEPHONE No. 151.

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## SCOTTISH SPORT.

THE NEW GOLF AMATEUR CHAMPION.

MR. TOLLEY'S GREAT VICTORY.

(FROM OUR OWN CORRESPONDENT.)

June 18th.

Mr. Cyril Tolley's place in golfing history is by circumstances well marked. His success must rank as one of the most distinguished in the history of the Amateur Championship from its national and international aspects. The ability to produce the best kind of golf is not good enough of itself to win championships. If it were, certain disappointing omissions in the list of champions would have been repaired long ago. Allied with high executive skill there must be stamina and a stout heart. As an auxiliary there is usually required at least a little "luck." But even if Mr. Tolley had possessed all the others, the triumph would have eluded him but for his pluck and nerve. And he won more by nerve than by anything else.

THE 4TH AND 5TH ROUNDS. In last week's Scottish Letter it was told how former Amateur Champions had gone down like ninepins in the fourth round and the remaining three champions were also sent into the cold shade of defeat. Mr. Jenkins, of Tynon, the holder, was defeated by Mr. Bernard Wragg, who belongs to a Sheffield golfing family, but has never done anything particular in the game as yet. He is a sound golfer, with a fine free style, and, smoking a pipe all the way, seems to have the temperament for the game.

Another ex-champion, Major A. G. Barry, was beaten by Mr. A. V. Hambro; and the last of the champions, Mr. Hilton, went down to a Hendon Scot, Mr. R. H. Howie. Mr. Hilton played a steady round, but he is not getting his old distance. Mr. Howie is an Arbroath man, but has been in London for 30 years. He was a well-known soccer player and cricketer, and had no golf for 18 years after, he went south. Mr. Gordon Lockhart had a great fight with Mr. Nelson Whitney, the second-best of the American contingent, and pulled off the match. Another West of Scotland golfer, Mr. Jack McIntyre, of Cardross, was not so successful with Mr. Robert A. Gardner. He made a gallant effort, however, and had he putted better he might well have won.

In the fifth round Mr. Lockhart had another great fight. His opponent, Mr. Angus Hambro, the back marker of the Parliamentary golfers and a tremendous swifter, is a hard man to beat, and in winning the match Mr. Lockhart accomplished something of a feat. When he got them straight his drives went quite as far as those of Mr. Hambro; but he had a tendency to pull, and over and over again was badly punished. Mr. W. J. Hunter, the son of a good Scotsman, Harry Hunter, the green-keeper at Deaf, had a sensational win over Mr. Jenkins' victor. He was five down at the turn, to Mr. Wragg, playing very wildly. Then, pulling himself together—not as he afterwards said, to try and win, but to save his father's feelings—he steadied down and, as it happened, Mr. Wragg went just a little off. Mr. Hunter won three out of the next four, and once again it was two up and five to go. Two holes were halved, then Mr. Hunter, running off with the last three holes, scored a highly creditable win. Mr. G. C. Mansford, the only survivor of the Edinburgh contingent, also won his match. And Mr. Gordon Simpson beat the young Hoylake crack, Mr. T. F. Ellison.

THE SCOTS ALL DOWN. When the fifth round opened six of the sixteen players were Scots; when play ceased for the day the last eight included four Scots; but in the sixth round all the Scots went down.

Mr. Lockhart's play lacked his usual incisive manner against Mr. Gardner. That he gave the American chances too often was bad enough, but that he made nothing of the few he had from Mr. Gardner was rather worse. He did not seem to be quite keyed up. On that score the American had the advantage. Carrying the look of a keen athlete, Mr. Gardner went through his match with quiet confidence. His putting was for the most part relentlessly good on greens which, under sun and wind, have been troubling some of the competitors. His winning putt was on the last green, where he holed out fifteen yards.

It was another Mr. Gardner we saw in the semi-final. He won his match with Mr. Lockhart on the greens, it was not so in his round with the Hon. Michael Scott, who had rather easily disposed of Mr. Hunter. Indeed Mr. Gardner putted just like an ordinary golfer. "I'm so and again he missed putts of two yards and under. Mr. Scott, who usually plays with machine-like precision, was far from being at his best; and his failure was due to lost chances.

It was a good match between Mr. Tolley and Mr. Simpson. With the exception of one or two holes, the Scot played by no means poorly; but a brilliant spell on the part of the Dark Blue from the eighth hole to the fifteenth was more than he could stand up to.

To meet the young Oxonian, Mr. Mellin had to beat Mr. Mansford, and to his success in that venture Mr. Mansford himself contributed. The Edinburgh man had lost touch with his driver; he missed no fewer than eight of his drives, and found it necessary to take wood for a second stroke where an iron would ordinarily have been his club.

## AN UNUSUAL INCIDENT.

In their semi-final, Mr. Tolley outplayed Mr. Mellin both through and on the green. A most remarkable thing, probably unheard of in the Amateur Championship, occurred. Mr. Mellin was bunkered, played a shot, could not get out, and smoothed the hole-marks he had made; but as the ball was still in the bunker, Mr. Tolley claimed the hole. Mr. Tolley was quite within the letter of the law. Indeed, had he not claimed the hole, under rule of match play Mr. Mellin could have claimed it. The incident seemed to affect Mr. Mellin, but Mr. Tolley deserved his win of 6 and 4.

## THE GREAT FINAL.

It was a great final, and by far the best part of the meeting. It was a strange fate that a championship which, taken all over, has produced golf decidedly below the pre-war standard, should conclude with one of the keenest struggles in the history of the event. There was a great difference between the finalists—Mr. Tolley, big and breezy, the man of action all the time, who puts plenty of power behind his strokes; and Mr. Gardner, who gets the distance without any effort at all apparently, who doesn't utter half-a-dozen words in the course of a round, and who wore his collar up because he felt the nip of the wind.

The first round was comparatively quiet, both men playing in a practical normal fashion. But the odds were with the American. He finished with two holes in his pocket, and there did not seem to be anything that could upset him. To a player of so much experience surely that was a safe position against a young man unknown in the golfing world a year ago? But those who thought so reckoned without the young man. It was a different Mr. Tolley who came out in the afternoon. It seemed as if in the interval he had retired to a quiet corner and thought the matter out with himself. The beaming smile had gone from his bronzed face. With his teeth clenched firmly, and his chin stuck out, he was a veritable John Bull. Even the apparently indispensable pipe, faithful companion of his previous rounds, was discarded. And then he went at it; not playing very wonderful golf, making a mistake here and there, but relentlessly pursuing his aim. For fourteen holes we saw Mr. Tolley's star gradually rise. That little luck that a champion needs was there, for when he made a slip, the American also made one. Three up and four to play—it seemed all over, and some of the tension disappeared from the Oxford man's face. But it was the American's turn to get the luck. And when they came to the 37th they were all square. Both were on the green with their two shots. Mr. Gardner laid his run-up putt dead; Mr. Tolley was left with a putt of eight feet for a 2, the hole, and the Championship—he gave it every chance, and it ran down.

June 23rd.

## THE STANDARD GOLF BALL.

The mountains will be in labour; an absurd noise will be born. For all the potholes which the standardisation controversy aroused, the result, so far as the resolution of the special committee may be quoted, is very modest. Practically what it amounts to is that the present 30 dw. ball is to be the maximum in weight and the minimum in size. Mitchell, Ray, and one of two of the longest and hardest hitters may be slightly handicapped, but not all even of the leading professionals use a 31 ball. Taylor, in fact, plays with a 29, and great many golfers of much less account who use a 31 would probably fare much better with a lighter ball. The proposed minimum size of 1.82 in. is so near to the present small ball that the fractional difference is hardly worth speaking about. So we have got something slightly less than the present 30-ball, and practically identical in size.

## THE STYMIE.

Then the stymie is to remain—here, at any rate. Those who value the traditions of the game are thankful for that. It is easy to make out a plausible case for its abolition. The historic match which the abolitionists delight to quote is that between Wilfred Reid and J. D. Edgar for £50 a side, in which Reid was laid eight stymies in the course of one round. At Glenagles, Tom Fernie was laid three by Duncan, and he lost all three holes. And Mr. Tolley was laid two stymies in the final at Muirfield. Mr. Tolley has quite obviously studied the art of putting, and from the way he negotiated one of the stymies and so narrowly missed the other, it may be inferred that he has also assiduously practised the stymie stroke. Not one player in fifty ever thinks of doing so.

## THE LOST BALL.

The biggest legislative change is the lost ball penalty. There will be general agreement that equity has been met in nullifying the penalty for a lost ball, a ball out of bounds, and an unplayable ball. It was always an anomaly that a ball played out of bounds should be less severely punished than a ball perfectly well played perhaps, which kept on the course, but was either lost or was found in an unplayable position. Still the committee have to some extent nullified their own action by giving permission for a local rule in the matter of the out-of-bounds penalty.

Taking them all in all, nothing very revolutionary is embodied in the regulations, but considering how much was threatened, we ought to be thankful for the moderation.

## INTER-UNIVERSITY SPORTS.

Edinburgh had overwhelming superiority to the University Sports, being first in eleven events; Glasgow had three firsts and Aberdeen one. No records were made, but the competition was quite keen. The most prominent figure was W. L. Hunter, of Edinburgh, the jump champion, who won all three events for which he was entered without being seriously troubled. And next to him was T. B. Bell, of Glasgow University.

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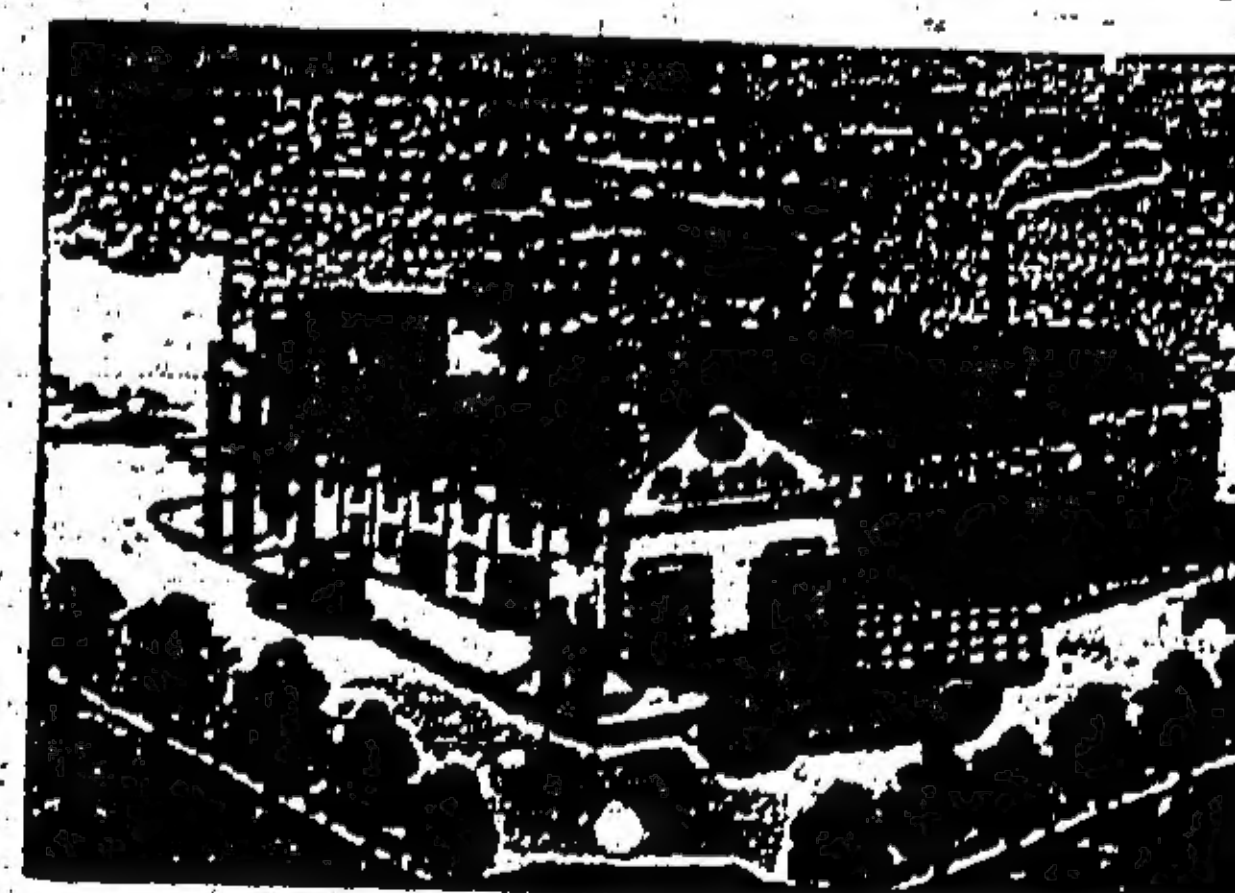
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THE PENNY POST.  
ITS BIRTH AND EXIT.

A writer in the *Manchester Guardian* deals with the now superseded penny post.

"We are all putting up our letter-boxes on our hall doors with great glee," wrote Harriet Martineau just eighty years ago. That valiant penwoman was joyously anticipating the advent of the Penny Post, triumph of the man she described as "the most signal social benefactor of our time." Started as a national service on January 10th, 1840, it seems to disappear from the realm of practical affairs on June 1st, 1920, with the introduction of the Two-penny Post.

The honour and praise, very nearly all of it, belongs to the Midland school-master who became the greatest of postal experts. But Rowland Hill was not by any means the creator of the Penny Post, which was actually founded as a civic service 180 years earlier by one William Dockwra. In the year 1800 this admirable merchant of the City of London performed an astonishing feat. He divided the Metropolis into seven districts, each with a sorting office, and on the 1st of April he opened between 400 and 500 receiving offices. At these offices messengers called every hour, and the central districts could count upon eight or ten deliveries in a day. Dockwra, that is to say, provided London at the end of Charles II.'s reign with a better postal service than our generation enjoyed before its privileges were cut down by the war. And his post was not confined to letters.

Packets up to 10lb. in weight were carried at the penny rate. The Dockwra enterprise inevitably had a short run. In less than five years it was merged into the general postal service, but London was not thereby deprived of the benefit. The penny post lasted in the City through many vicissitudes, down to 1861.

Regulated in 1710, the system was extended by an Act of 1753, which gave power to postmasters to establish penny posts in their districts. An extra penny being charged for delivery. There came in time to be over one thousand of such districts in England, but the tendency during the mail-coach epoch, which began in 1784, was not in the direction of cheapening. John Palmer, of Bath, gave up in 1792 his control of the mail-coach system, which he had originated eight years earlier. It had already done wonders for the country, and at his retirement Palmer was enabled to make the surprising claim that from the beginning to the end of his career he had never robbed, although the horses and cross-roads were continually being held up. Mail coaches, however, were one thing; good, popular postal service was quite another, as we may judge from the case of Manchester.

At the end of the eighteenth century this village of Manchester were given to complaining that its posts were a disgrace. In 1793 they were entirely in the hands of an aged widow and her daughter. This lady, Dame Willatt, had gained a certain notoriety by imposing a late fee as a means of inducing her patrons to post early. She was retired in 1793, on a quite liberal pension, and a postmaster was appointed at a salary of £300. He was assisted by four clerks, and by six letter-carriers at 12s. a week. Some indication of the improvement is given in the net revenue of the first completed year after the change—£268; and yet, although Bristol and Birmingham and other towns established the penny post, the authorities refused to accept the evidence in support of the uniform rate.

The persistence for so long of the high-rate system was largely due to Francis Pickford, who became secretary to the Post Office in 1798 and lasted down to the eve of the new era. By the Act of 1801 the local penny post was abolished, and the country entered upon the period of the vexatious postal rates which, ironically enough, coincided with the unexampled commercial expansion before and after Waterloo. A letter from London to Manchester cost 8d.; to Edinburgh 1s. 3d. And it had to be a "single" letter, of one sheet. A second sheet, or an enclosure, however small, involved double postage. Hence the frequent apologies of letter writers in fiction of real life, when space is exhausted; and hence also the intolerable habit of cross-writing—continued by too many elders long after the institution of the penny post—and the cheapening of note paper.

With the arrival of the railway a new postal system was, of course, bound to come. It was in 1835 that Rowland Hill turned his highly mathematical and statistical mind to the problem. His pamphlet "Postal Reform," published in 1837, and the report of the Parliamentary Committee of 1838 are the cardinal documents in the history of the national Penny Post. The pamphlet fell into the hands of Francis Place, who could judge perhaps better than any man in England the merits of any scheme of organisation. He "pitched" as he began to read, looking for the hitch, but he put it down declaring, with his usual emphasis, that there was no hitch. No need to dwell here upon the central point of Rowland Hill's argument. Distance, he argued, in the carrying of a letter did not matter at all; the cost was in the collection and delivery. Therefore the right plan was a unitary national charge, and the right figure was a penny. Hill had a tough fight with the Committee, and needless to say, a tougher one still with the heads of the Post Office. Lord Lichfield, Postmaster-General in Melbourne's Government, denounced the Penny Post as the wildest of all wild schemes, and he made himself a nuisance to the amiable Prime Minister. "Lichfield" has been here, wrote Lord Melbourne. "Why a man cannot talk of penny postage without getting into a passion passes my understanding."

(Continued at foot of next column.)

## THE MACAO EXTRADITION CASE.

MAN ARRESTED ON A FRESH WARRANT.

BAIL FIXED AT \$25,000.

On Wednesday afternoon, Chief Detective Inspector Morrison produced a Chinese before the Magistrate and applied for his extradition to Macao as he is wanted there for defrauding the Macao Government of a sum of money, stated to be something over \$40,000.

Mr. H. L. Denny, who appeared for the defence, opposed the application on the ground that the warrant had not been properly made out under the Macao Extradition Ordinance.

The Magistrate upheld the opposition and defendant was discharged. He was, however, re-arrested, and was produced before the Magistrate again, yesterday.

Mr. Denny asked for bail and also for the warrant under which defendant had been detained.

This was produced, and Mr. Denny remarked that the place and date where defendant was alleged to have committed the offence was omitted. It might have occurred a century ago for all he knew. Defendant had been arrested on the 23rd instant and was detained for two days under suspicion. He was wrongfully kept for a further three days, without any warrant, which would have entitled the Police to hold him. The case came up before the Magistrate and when the Police were asked to produce a warrant they could not do so, and defendant was discharged. He was then taken into custody, and produced under the present warrant. The man had been at first arrested under the Deportation Ordinance as an undesirable, although he had lived in the Colony for thirty years. It was scandalous and an abuse of justice, because the Deportation warrant under which he had been arrested, was not used for the purpose for which it had been issued. It was the Magistrate's inherent right to grant bail, and the Magistrate had to use discretion in the matter. Mr. Denny suggested that bail of \$1,000 was sufficient, as the Police were not in a position at the moment to prove that defendant had committed the offence, or that he was in Macao and employed by the Macao Government.

Mr. Leo Longinotto, Assistant Crown Solicitor, agreed that the Magistrate had power to grant bail, though it was very unusual in extradition cases. He thought it inadvisable to grant bail, as they had not the necessary information at the moment as to the extent of the money which had been taken.

Mr. Denny said that it was unfair to defendant who had been arrested three times in one week.

Mr. Longinotto said that the Macao Government had fixed the bail at \$25,000 in the event of defendant being arrested at Macao.

Mr. Denny replied that the Magistrate should not be bound by what another Government had fixed. There was no reason for his client leaving the Colony as his wife and children were here and as the accusation itself was very vague and later might become invalid. The bail as fixed at Macao was extortionate.

Mr. Hitchcock remarks that Macao was a friendly country and the bail would not have been fixed so high unless they had good grounds for it. He fixed the bail at \$25,000 and adjourned hearing for a week.

After the passage of the Act, in 1839, an office in the Treasury was granted for Rowland Hill, in order that he might supervise the great scheme, which from the beginning captured the popular imagination. But he took it a few months later, when Melbourne gave place to Peel. A public subscription amounting to £13,390 came to Hill as a quite tangible solace; in 1843 his chances of office returned; and for ten years from 1844 he was Chief Secretary to the Post Office. He was incessantly occupied with the improvement of the department, but when he retired in 1854 the range of the Victorian postal reforms was not nearly completed. The postcard, for instance, did not come until 1870.

Rowland Hill was a man with a sense of detail and a talent for public administration developed in a most unusual degree. As such he could not be expected to please all his colleagues and subordinates. Anthony Trollope, a survivor in the Post Office service throughout the entire period, was a pronounced anti-Hillite; and he confessed, he delighted in making himself disagreeable to his official superiors. "With him," he wrote in his *Autobiography*, "I never had any sympathy, nor he with me." Trollope readily admitted Hill's mastery of facts and figures, but he "never came across anyone who so little understood the ways of men as he." It was his brother. Their business, he thought, would have put the department out of gear had they not in the end been controlled. But of this the general public knew nothing. Rowland had a multitude of admirers, and it may be surmised that his burial in Westminster Abbey, in 1870, seemed right and appropriate to the whole nation.

## ARMED MAN ARRESTED.

TROUBLE IN CENTRAL MARKET.

At the Magistracy, yesterday, a Chinese was charged with being in unlawful possession of a dagger.

Defendant said he picked up the dagger at the Central Market.

Inspector Blackman stated that, owing to a stabbing affray which had taken place in the Central Market, consequent on a quarrel between a number of coolies, special Police were sent out on duty. A detective noticed defendant talking to another man, who had a chopper in his hand. When he went up to them, the man with the chopper threw it away and ran. Defendant was searched and the dagger was found on him.

Mr. Smith sentenced defendant to six months' hard labour.

## REVOLVERS AND AMMUNITION.

PICKED UP FROM THE SEA.

At the Magistracy, yesterday, a Chinese was charged with being in unlawful possession of two revolvers and 8,118 rounds of ammunition.

The man was arrested in Yau-mai and the contraband was found in a box which he was carrying at the time. His excuse was that some body dumped the box into the sea and he had fished it out.

He was fined \$500, with the alternative of six months' hard labour.

Another Chinese was fined \$400 for being in possession of two revolvers and ammunition which he brought from America and which were concealed in a false side in his trunk.

## A DOUBTFUL STORY.

TALE OF ROBBERY WITH VIOLENCE.

A Chinese woman has reported to the Police that while she was in her flat in 88, Queen's Road East, four men entered it. Two of them caught hold of her by the throat, pushed her into a cubicle and covered her up with a fur-lined coat. They then took the keys from her and opened the principal tenant's flat. The boxes, etc., were ransacked, the men remaining in the premises for over half an hour. They then left the place with some money and jewellery.

The Police consider the report a doubtful one, as the robbers seemed to have overlooked a quantity of jewellery which was left on the bed.

## RETURNING FROM BANISHMENT.

MONEY FOR BROTHER'S BURIAL.

At the Magistracy, yesterday, a Chinese was charged with returning from banishment before the expiry of his term.

He was banished in January after having served a term of imprisonment for larceny. His excuse was that he had to come to the Colony to get money for his brother's burial.

Defendant was sentenced to twelve months' hard labour.

## THEFT OF A WATCH.

SERVANTS BREAK OPEN LUGGAGE.

At the Magistracy, yesterday, three Chinese were charged with stealing a silver watch.

Complainant, who is the comparative of the Toyo Kisen Kaisha, was visited by some friends who had just returned from America and they left their luggage in his charge before proceeding to the country. The three defendants were seen by another servant, breaking open a box and the master was informed. He arrested one of the men who had the watch in his possession.

Each defendant was sentenced to three weeks' hard labour.

## THEFT OF BED SHEETS.

STEAM LAUNDRY COOLIE IMPRISONED.

At the Magistracy, yesterday, three Chinese employed by the Hongkong Steam Laundry Co., Ltd., were charged with the theft of 40 bed sheets, valued at \$80, the property of the *Empress of Asia*.

Mr. A. D. Gee, the manager, said that the washings of two ships, the *Kinshin* and the *Empress of Asia*, were put into separate baskets. First defendant was ordered to take one basket to the *Kinshin* and he did so. He was searched at the gates and the bed sheets belonging to the *Empress* were found at the bottom of the basket. Defendant then told him that he had been instructed to take the lot away by the other two defendants, who promised to meet him outside and divide the spoils.

Inspector Caygill said he had no evidence against the other two men, excepting first defendant's own statement.

The Magistrate discharged the second and third and sentenced the first accused to six weeks' imprisonment.

## TRADE MARKS' CASE.

CHINESE COMMITTED FOR TRIAL.

At the Magistracy, yesterday, a Chinese was charged with using a trade mark, resembling the "Three Star" trade mark of Messrs. Loxley & Co., in connection with the sale of soap, a quantity of which was seized by the Police.

Mr. H. L. Denny prosecuted and Mr. Leo Longinotto defended.

The Police, acting on information, visited the ground floor of No. 8, Chan Shing Street where they seized several cases of soap, some machinery and other paraphernalia, used for the manufacture of soap.

After hearing the evidence, a defendant elected to go before the Supreme Court, he was committed for trial.

## BOLSHEVISM IN MALAYA.

CANTON ORGANISATION DISCOVERED.

The Chief Secretary of the Straits Settlements in his annual report for 1919 states, under the heading Chinese Affairs:

The Secretary for Chinese Affairs reports that Triad Societies exist in all the States of the Federation. There were 27 prosecutions against persons connected with various branches of this society. Ninety persons were convicted and thirty-two recommended for banishment. Further evidence was obtained during the year of the close connection between Triad Societies and gang robbery, and other organized crimes. Probably most of the black-mailing societies which exist in various parts of Selangor also have Triad organizations, but these societies, while creating a certain amount of annoyance to individuals, caused no serious trouble during the year.

The Province in the Federated Malay States of a society with advanced Bolshevist views and literature, having its headquarters in Canton, was discovered. This organization did much to foster the patriotic sentiment of the Chinese at the acquisition by Japan of German rights in Shantung. Apart from these patriots, who were merely dupes, the principal recruiting ground of this anarchical society was amongst the Triad Guilds. The propaganda of these Far Eastern Bolshevists naturally include the usual limitation of output of the more efficient worker and discouragement of piece work, and the result has been noticeably detrimental to production.

## SHIPBUILDING IN SHANGHAI.

A BUSY THREE MONTHS.

Shipbuilding in Shanghai during the past three months, says the *N.Y. Daily News*, has been equally as busy as in the previous quarter and the different yards have all been fully occupied with repair work and new construction. Inquiries for new vessels, however, have not been so numerous owing to the high cost of materials from Home and the practical impossibility of obtaining anything like reasonable delivery; the low exchange will be helpful to local builders in competition with Home builders when inquiries mature.

In keeping with the labour troubles in Europe and America a wave of unrest has been permeating throughout labour circles in Shanghai lately, more particularly in the shipbuilding and engineering line. Whether it is due to the successful results of the Hongkong strike some little time ago or due to higher cost of rice and other food-stuffs, is difficult to say, but all classes are demanding increases and while some are justified, such as the lower paid class of labourers, yet many of the other are quiet well paid and it seems to be more a matter of their following example than actual necessity.

SOME AGENT LAUNCHINGS. The New Engineering Works launched a steel cargo steamer at the beginning of July and have also two sister ships well under construction in their yard.

Early in June the Kiangnan Dock launched the first of the four 10,000 ton deadweight steamers they have under construction for the American Government, the vessel is now showing signs of the completion stage. The same builders also launched the shallow-draft river steamer *Loong Mo*, built to the order of Messrs. Mackenzie & Co., for running the rapids between Ichang and Chungking.

The Shanghai Dock and Engineering Co. launched their third British standard ship on April 21st and the installing of boilers and machinery and fitting out ready for sea including rearranging vessel to burn oil and fuel was completed in about seven weeks, which is quite a creditable performance for a vessel of this class.

This company has three large passenger and cargo steamers under construction in their yards, for local owners.

YARDS TAXED TO UTMOST. General repairs have also been very good during the past three months and all the yards have been taxed to their utmost. The dry docks have all been exceptionally busy and of late it has become quite a question what to do with vessels requiring to dock under urgent circumstances. One of the largest repairs jobs undertaken in Shanghai lately is that of the *Peking* in the Shanghai Dock and Engineering Co.'s International Dock where she is undergoing repairs after having been ashore on the Bottom Dock.

Shanghai is not alone in respect of the delay in obtaining materials, as progress at Home is also being retarded seriously in many cases orders are considerably behind scheduled time. For instance, a vessel being built at Greenock for the Chinese coasting trade, and which should have been launched in February, is still far from completion owing to the great scarcity of plates and other materials.

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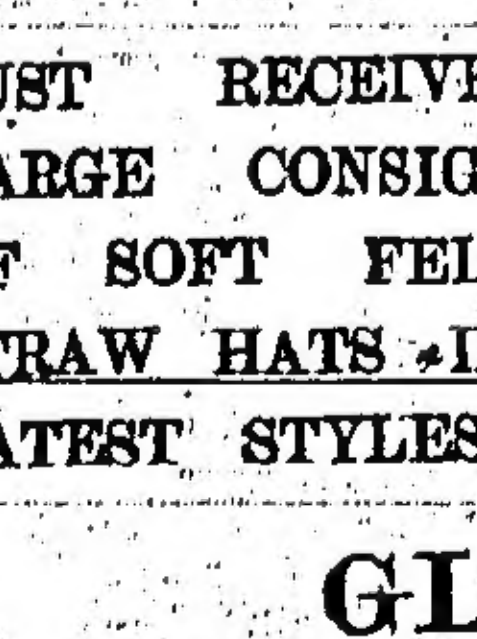

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## CABLES.

LATEST CABLES.

[THROUGH ROUTE'S AGENCY.]

## THE BOULOGNE CONFERENCE.

## BRITISH NOTE TO SOVIET READY.

LONDON, July 29th.

The British Note to the Soviet regarding the future of Poland was drafted this afternoon at Boulogne according to Mr. Lloyd George's instructions. Mr. Millerand approved of it, provided that the conference did not imply recognition of the Soviet. The Note was signed on behalf of Great Britain alone. It will be submitted to America and Italy before despatch to Moscow.

The French are sceptical of the imminence of the conference and of the conference being confined to Poland, but, if arranged, they are determined not to be drawn to other paths. France is willing to waive the question of the repudiation of the Russian Debt and the cessation of the Soviet propaganda, until the Russo-Polish question is settled. It is believed that if the Soviet displays sincerity in the Polish preliminary, the negotiations may be widened.

The Premier did not discuss the surrender of General Wrangel.

## LITHUANIA'S ULTIMATUM TO SOVIET.

Lithuania has sent an ultimatum to the Soviet, owing to the failure of the Bolsheviks to evacuate Vilna.

EARLIER CABLES.

## A VERY GOOD DAY'S WORK.

BOULOGNE, July 27th.

The Anglo-French Conference lasted for three hours. Mr. Lloyd George informed Reuter's Agency that a complete agreement had been reached on all points.

It had been decided, subject to Italy's approval, to inform the Soviet Government that if the Allies were to attend a general Conference certain things must be made clear. Poland and the other border States must participate in the Conference, of which the primary object would be the re-establishment of the peace of Europe. Then the Conference could proceed to discuss questions between Russia and the Allies, with a view to establishing normal relations. If the Soviet replied that it could only make peace with Poland separately, the Conference would fail to the ground. If it agreed to the Allies' proposals, the Conference could meet within a month.

Mr. Lloyd George added that M. Millerand and he agreed that a very good piece of work had been done here to-day.

## AMERICA WILL STAND ALOOF.

WASHINGTON, July 27th.

It is indicated that the United States will not participate in the Russo-Alied Conference in London, if invited, unless a more urgent reason is given than is now apparent.

## FINANCIAL OBLIGATIONS OF TSARIST RUSSIA.

LONDON, July 27th.

Marshall Foch and the Finance Minister, Mr. Marshall, will accompany M. Millerand to Boulogne.

Mr. Lloyd George will be accompanied by Lord Curzon and Sir Lionel Worthington-Evans.

French newspapers assert that M. Millerand will insist on no recognition of the Soviet till it agrees to recognize the financial obligations of Tsarist Russia, and establish a properly constituted Government in Russia by allowing Russians freely to elect the National Assembly.

M. Millerand is also said to be in favour of a Conference in London with representatives of all Governments constituted on ex-Russian territory.

Mr. Lloyd George arranged the meeting at Boulogne in order to try and overcome M. Millerand's objections to negotiations with Moscow.

## PEACE NEGOTIATIONS BEGIN.

A Moscow wireless message says that Russo-Polish armistice negotiations have begun on July 30th at Baranovitchi.

## THE GREEK OPERATIONS.

CONFIRMED.

LONDON, July 27th.

A Greek communiqué dated July 26th confirms the occupation of Adrianople. It says the operations against the principal forces of Ismail Pasha have come to an end.

## LATEST CABLES.

## MEXICAN RIDDLE.

VILLA HOLDS AMERICAN UP FOR RANSOM.

EAGLE PASS (TEXAS), July 27th.

General Villa's arrival at Sabinsa was followed by a sharp encounter with small Government forces. It is reported that Villa's forces number 400. Villa is about to start on the war-path unless his surrender on his terms is accepted by the Huerta Government.

It is stated that Villa has seized the American brewer, Mr. Haegelin, whom he is holding for ransom.

## VILLA OFFERS TO SURRENDER.

MEXICO CITY, July 27th.

A Government bulletin states that Villa telegraphed to Senor Huerta offering his surrender unconditionally. The Government instructed him to report himself to General Martinez and repair the railway. Villa replied that the railway was repaired, signing himself "Affectionately, Francisco Villa."

All the trains are now running regularly northward.

## NEGRO PUGILIST.

## KNOCKS OUT FULTON.

NEWARK, July 27th.

Harry Wells, the negro heavy-weight boxer, knocked out Fred Fulton in the third round in a 12-round contest.

EARLIER CABLES.

## BRITISH PRISONERS IN RUSSIA.

## IMPENDING NEGOTIATIONS MUST BE FUTILE.

LONDON, July 27th.

In the House of Commons, replying to Mr. Ronald McNeill with regard to the report of 57 British prisoners in Baku being confined in a small room, Mr. Bonar Law said the Government had most strongly brought pressure to bear on the Soviet in this matter, but the Soviet disclaimed responsibility for the Azerbaijan Republic in which Baku is situated and declared that the reports of ill-treatment of the prisoners were unfounded.

The Government this morning received a telegram from the Soviet protesting against the suspension of the repatriation of Russian prisoners and suggesting that the Government fix a date for the complete exchange of Anglo-Russian prisoners, whereupon the Soviet would use its influence to induce Azerbaijan to give up the prisoners.

The Government replied that it would make arrangements for such an exchange as soon as it learned that the Soviet would secure repatriation of all British subjects in Russia, including Baku, and that till the belief, which was greatly exciting the British public, that these prisoners were being inhumanly treated was dispelled, the impending negotiations must be futile.

## THE IMPERIAL CABINET.

## THE QUESTION AGAIN RAISED.

LONDON, July 28th.

In the House of Commons, replying to Mr. Marriott regarding the Imperial Cabinet, Mr. Bonar Law referred to his reply-cabled on May 4th and added that the last meeting at which Dominion Representatives were present was just before the Spa Conference.

## FIGHTING IN MESOPOTAMIA.

## OVER 200 CASUALTIES.

LONDON, July 27th.

In the House of Commons, replying to Col. Arthur Murray, Mr. Churchill stated that the garrison at Rumaita was relieved on July 21st and had withdrawn northwards. The Arabs were still sporadically attacking the railway and British posts. A column would shortly proceed to clear up the situation. There had been 300 or 300 casualties, mostly Indian units, and half a dozen British officers had been killed or wounded.

There was evidence of members of the ex-Turkish forces being in Mesopotamia assisting the Arabs.

## TURKISH TREATY.

## GOVERNMENT'S DECISION TO SIGN.

LONDON, July 27th.

The Turkish Government's decision to sign the Peace Treaty is unanimously approved by the newspapers in Constantinople, which declare that Turkey is determined to abide by the terms.

## BRITISH-AFGHAN CONFERENCE.

## DISCUSSIONS NOW CONCLUDED.

LONDON, July 27th.

A Simla message says that the British-Afghan Conference, which has been sitting at Mussoorie since April, has been concluded and the Afghans are returning to Kabul to submit the results of the discussions to the Amir with a view to signing a Treaty of friendship.

The discussions, *inter alia*, dealt with the effect of the Turkish Peace Treaty on the Khalifat from the Afghan standpoint, the international status of Afghanistan, commercial relations and British assistance towards the development of Afghanistan. Friendly relations were maintained throughout the Conference.

## THE BRITISH ARMY.

## SLIGHTLY LARGER THAN IN 1914.

LONDON, July 27th.

In the House of Commons, replying to Sir Arthur Fildes, Mr. Winston Churchill said that there were approximately 5,000 more soldiers serving with the colours in Great Britain than in 1914, but against that the Reserve was less than one half as large. The Territorial Force had only reached one half of its previous strength. Besides the 5,000 extra soldiers, many of whom were young recruits, there were 2,000 Regulars who are war invalids not yet discharged, and also 5,000 eligible for demobilization but still in hospital recovering from wounds and sickness.

## THE BATTLE OF JUTLAND.

## PRIZE MONEY FOR ENTIRE GRAND FLEET.

LONDON, July 27th.

The Prize Court has awarded £22,635 as prize money to the Grand Fleet as a whole in respect of the Battle of Jutland. Affidavits were read from Lord Jellicoe. The President decreed that the Battle and the destruction of enemy ships was a joint enterprise of the entire Grand Fleet.

## THE PRINCE OF WALES.

## VISIT TO INDIA MAY BE POSTPONED.

LONDON, July 27th.

Reuter's Agency understands that advice from Australia indicate that the severe strain of the protracted tour of the Prince of Wales in Australia has told upon his health and rendered it necessary to consider whether it would be desirable to postpone for a short period the projected visit to India.

## A NEWSPAPER ANNOUNCEMENT.

LONDON, July 27th.

The *Morning Post* says that the Prince's visit to India has been postponed owing to ill-health.

## ARRIVAL IN BRISBANE.

BRISBANE, July 27th.

The Prince of Wales arrived here to-day.

## THE ARMTSAR RIOTS.

## SIR MICHAEL O'DWYER'S RIOTS.

LONDON, July 27th.

Governor of the Punjab, writes lengthily in the *Morning Post* on the Armtsar Riots.

He complains of the harsh treatment of officers administering martial law in India, and the persecution of officials and loyal Indians by the Extremists. He justifies his action in connection with General Dyer's order.

He declares that he has applied for leave to resign from the Service at an early date. He pays a tribute to the officers and men in the Punjab for their services in the war and in last year's rebellion.

## RACING AT HOME.

## RESULT OF THE GOODWOOD.

## STEWARDS' CUP.

LONDON, July 27th.

The result of the Goodwood Stewards' Cup is as follows:—

Western Wave	1
Plymouth Rock	2
Little Boy	3

Twenty-one ran. Won by a head, 13 lengths separating second and third. The betting was as follows:—

Western Wave	100 to 8
Plymouth Rock	6 to 1
Little Boy	33 to 1

## COUNTY CRICKET.

LONDON, July 27th.

Northamptonshire beat Derbyshire by 80 runs. Essex beat Middlesex by 4 runs. Hereford (Middlesex) took 3 wickets for 40 runs, and Douglas (Essex) took 7 wickets for 47. Sussex beat Somerset by 100 runs. The Yorkshire-Nottinghamshire match and the Lancashire-Gloucestershire match were abandoned.

## "RESOLUTE" WINS AMERICA CUP.

## THE BEST BOAT WON.

LONDON, July 28th.

The *Resolute* won the fifth race and the Cup.

## "WE HAVE ALL DONE OUR DAMNEDEST."

SANDY HOOK, July 28th.

Sir Thomas Lipton, seeing the *Resolute* win, declared:—"I am sorry, but the best boat won. We have all done our damndest."

After paying a tribute to the sportsmanship of the Americans, he said:—"I shall wait till next year and give someone else a chance, then I shall challenge again myself."

Owing to the dead calm, the start was postponed until 2.17 p.m. when the wind was freshening to three knots. The course was south-south-west for fifteen miles, boat to windward and a straight run home.

The *Shamrock* was leading till 4.23 p.m. The *Resolute* reached the mark leading by half a mile. The breeze freshening to six knots, the *Resolute* travelled fast, and the *Shamrock* was a mile astern. The *Resolute* finished at 7.52.15 and the *Shamrock* at 8.5.20.

## SIR THOMAS LIPTON WILL TRY AGAIN.

## BRIEF HISTORY OF FAMOUS TROPHY.

[SPECIAL TO THE "HONGKONG DAILY PRESS."]

Britons all the world over will sympathise with the sporting Sir Thomas Lipton in the result of his most recent attempt to achieve what has always been regarded as the chief ambition of his life—the winning back, in the name of England, of the famous silver vase which has remained in the custody of America for so long. Bluff and hearty "Tommy" Lipton, with not an ounce of false pride in all his constitution, once told the writer "I will try and try again, until I succeed." That was in 1913, when yachting circles were beginning to talk about the wonderful boat which he was building, to be called the *Shamrock IV*. "But," said the writer, "you have spent a great deal of money already in trying to win back the Cup." "Aye, lad," said Sir Tommy, as he is known in that far island with which his name is always so intimately associated, "I have a few dollars left, and I feel I am going to win it back this time." But the war stepped in, and the *Shamrock IV* has had to wait for six years. The writer can vouch for one thing. Many years ago Sir Thomas Lipton told the writer that if he once succeeded in winning back the coveted Cup, the height of his ambition, so far as yachting went, would have been reached. The contest for the Cup went, as no previous contest has done, the whole gamut of the five races, hence the disappointment of Sir Thomas and his thousands of supporters will be the greater. One thing may be said without fear of contradiction, and that is that the *Shamrock* gave her owner a run for his money, and it was his ill-fortune in the matter of weather that prevented him from lifting the Cup. The *Shamrock's* builders counted on stronger winds than they obtained.

There is an old joke in America. Lipton's American friends used to ask "Why does Lipton always drink out of the saucer?" And the incoherent answer was "Because he never could lift the Cup," so he has failed once again, but, truth to tell, many of his English friends shared Sir "Tommy's" optimism about the fourth *Shamrock*. In fact not a few Americans actually hoped that the Cup would be wrested temporarily from America, so that yachting men from New York may again have all opportunity of showing their prowess on other waters than those of the Sandy Hook course. Incidentally, not a few will be interested to hear that *Shamrock IV* was the thirteenth boat to endeavour to lift the Cup. That she failed in the final race will afford superstitious persons satisfaction. It is estimated, and conservatively so rather than otherwise, that Sir Thomas Lipton has spent nearly £250,000 in his endeavours to lift the Cup. It will seem an awful waste of money, especially as the fourth *Shamrock* will not be able to enter for any races in England, because she is built according to the American Universal Rule, which does not hold good in the Home country. But Sir Thomas does not think it money wasted, for he has promised to challenge again in 1922.

The writer is certain that he will keep on challenging until he wins, or until he is translated to where there are no yachts.

The *Shamrock IV*, which was launched in Newport early in 1914, had to sail across the Atlantic. She was in the Atlantic, escorted by Sir Thomas Lipton's famous

yacht, the *Erin*, when war was declared. The *Erin* intercepted a wireless message which was passing between two German ships, and straightway towed the *Shamrock* into Bermuda. When she reached New York in the summer of 1914, and before she was laid up in her sealed shed, her hull

was entirely draped with a covering gull right under her keel, so as to prevent divers from investigating her design. In those days the design was a great secret, for apart from the few spare details which had to be supplied with the official challenge, nothing was known of the construction of what is now regarded as a truly wonderful sailing vessel. The *Shamrock*, which was commanded by an amateur, Mr. W. P. Burton, had to concede over six minutes to the *Resolute*, but, in the view of points of experts, she more than made up for this time allowance by the 2,000 odd square feet of canvas which she carried in excess of the *Resolute*. In February of this year, the *Shamrock* had a narrow escape from fire. A fire broke out in the yard in which she was stored, and she was only saved by the fact that the roof of her shed was covered by two feet of snow, and by the action of the firemen who turned all their attention and their hoses to prevent the flames from reaching the challenger.

Reuter recently told us that the *Resolute* was built by the Herreshoffs at their Bristol yard in 1914 on the design of Nat Herreshoff. Her general dimensions are 106ft.

Sin. over all; 75ft. on the waterline; 21ft. Sin. extreme breadth, and about 12ft. draft. Although the same length on the

waterline, the *Resolute* is smaller than the *Fantile*, and so during the trial races in 1914 received considerable time. The *Resolute* was built by a syndicate of members of the New York Yacht Club. The syndicate was headed by Henry Walters, erstwhile commodore of the club, with Arthur Curtis James, Frederick G. Bourne, Cornelius Vanderbilt, George F. Baker, jun., and J. P. Morgan, as the other members. Since 1914 Nat Herreshoff has made many changes in the *Resolute*, while the *Shamrock* remained practically the same wonderful vessel she used to be in pre-war days. Changes were made in the top hamper of the craft, on the basis of reducing weight above deck, so as to bring the yacht to a new line of flotation, in the hopes that shorter waterline would draw more time from opponents. About 800 pounds were removed from the top hamper of the craft. The new *Resolute* mast, with its aluminium gaff, was considered unmatched in strength and lightness. The changes made the *Resolute* ride a little higher out of the water than in 1914. In her trials she seemed to gain by the alterations in running before the wind. She was commanded by Capt. Emmons, who, like Mr. Burton of the *Shamrock*, is an amateur.

The history of the America Cup, which is really an English cup, is an interesting one. The Cup cost only £100 to make, and to win it back British sportsmen have, in 1851, spent considerably over £200,000. The Cup was offered in 1851 by the Royal Yacht Squadron for competition among all yachts belonging to all nations, the course being round the Isle of Wight. An American yacht called the *America* took British

yachtsmen by surprise. She was, for those days, a freak boat, but she had sailing qualities that made her immeasurably superior to the other competitors. Little wonder that she won the Cup—and won it so convincingly that it was 18 years before any British yachtman attempted to win it back. Sir James Aubrey was the first of a procession of British yachtmen who tried and failed. His yacht, the *Cambria*, raced a fleet of 14 American yachts and came very near the tail end. Since then eleven challenges to New York—all of them from Britain except in 1876 when Major Gifford tried his luck with a Canadian boat, the *Countess of Jersey*—have been accepted, with the same monotonous result. In 1887 the Cup which the *America* had won was handed over to the New York Yacht Club by deed of gift to be the prize for an international contest under certain conditions.

Sir Thomas Lipton tried three times to win the Cup, and failed to do so, but, not deterred, he set about making his fourth wonder boat. We shall live to see it. In 1898, the *Shamrock* won it decisively beaten by the *Columbia* in the two races which she fought out. In the other one, her topmast carried away and she had to withdraw. Profiting by his experience, Sir Thomas had a much better boat made in his *Shamrock IV*, and it was considered bad luck when this boat again lost to the *Columbia*. The *Shamrock* lost the first race by 1 min. 20 sec. The second race was won by 3 min. 37 sec. The third winning post the *Shamrock* held a long lead. Then the wind died away. The *Columbia's* skipper, chancing his luck, went off towards land, hoping to find a lucky puff of wind. The gods of chance were with him, for the much-wanted puff of wind came, and the *Columbia* bore down on the challenger. The *Shamrock* groined the line first, but she was giving the defender a time allowance of 43 seconds and lost the race by 4 sec. It will be remembered that the late King Edward VII., who was a personal friend of Sir Thomas Lipton, nearly lost his life on the *Shamrock IV* in 1901. The *Shamrock* was undergoing her trials in the Solent. During one of the races, when King Edward was on board, the great mainmast collapsed under the weight of 14,000 feet of canvas, and broke off short. The royal party had barely time to escape, and, strangely enough, the only person on board who was injured was Sir Thomas himself. In 1903, the *Shamrock III*, made another valiant effort to win the Cup. She met a much larger boat in the *Reliance*, which had to allow her 1 min. 55 sec. The defender won the first two races, and in the third, the *Shamrock* got lost in the fog.

## CORRESPONDENCE.

## THE PRESERVATION OF WESTMINSTER ABBEY.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR.—We learned from your columns some days ago that the Dean and Chapter of Westminster Abbey have appealed for a sum of £250,000 for the preservation of the fabric of the Abbey.

The Church Body of St. John's Cathedral has decided to give the collections here on Sunday next, August 1st, for this purpose. As the preservation of the Abbey is a matter of interest to all patriotic citizens of our Empire, I venture to address you on the subject. The Hon. Treasurer of this Cathedral (Mr. N. C. Wilson, the Mercantile Bank) will gladly receive any contributions for this purpose from those who are unable to be present here on Sunday, and I will forward them with the collection.—Yours, etc.,

H. COPLEY MOYLE.

St. John's Cathedral, Hongkong, July 29th, 1920.

## DEATH OF MR. H. N. JEFFRIES.

Many old residents of Hongkong will regret to learn of the death in Japan of Mr. H. N. Jeffries, who from 1877 to 1888 was Secretary of the General Chamber of Commerce, and who for many years was the agent of the Mitsui Bussan Kaisha, from which position he retired,

on pension, in 1900 when the firm opened their branch in the Colony. Since then Mr. Jeffries had spent his summers in Japan and his winters in Hongkong. His connection with this Colony extended over a period of fifty years.

Mr. Jeffries, who had reached a very advanced age, died at Hakone, one of Japan's best known summer resorts. He was not married but he belonged to a very old Boston family and was in regular correspondence with members of the family. Mr. Jeffries himself was a graduate of Harvard, and one of his nephews from Boston is now at Oxford.

As a mark of respect the flags of the Chamber of Commerce and of the Hongkong Club were flown at half-mast yesterday.

## THE CANTON HOSPITAL.

## RECORD OF PROGRESS.

The annual report of the Canton Hospital rightly claims the year 1919 as "a banner year." The total number of in-patients was 2,463, and of out-patients 11,654. Considerable advance is reported in the eye, ear, nose and throat work under Dr. Hayes' supervision. How great a want is supplied by the Department of Surgery, and Gynaecology and Obstetrics may, to some extent, be gathered from the fact that the in-patients admitted into the hospital were by nationality 1,173 Chinese, 7 British, 7 Indian, 4 American, 1 Portuguese, 1 Mexican, 1 Japanese and 1 German. Of the Chinese in-patients 720 came from the Kwangtung Province and 207 from other provinces, such as Chih, Yunnan, Shantung, and Szechuen. The out-patients treated in this department of the hospital numbered 4,650. In the Department of Internal Medicine also a large proportion of the patients came from great distances and from outside provinces. There were 307 patients who came from provinces other than Kwangtung. In the Eye, Ear, Nose and Throat Department 344 operations were performed, 2,303 cases treated of eye, 595 of ear, 475 of nose and 1,191 of throat diseases. The evangelistic report is equally satisfactory. There is, in apparent, however, a tone of anxiety in the report of the Business Department owing to the growing cost of upkeep. The working account estimates for 1920 shows, approximately, \$85,950 to be expended and the estimated revenue is placed at \$43,000, which leaves a balance of \$22,950 to be raised during the year. The hospital has 67 employees on its pay-roll, and it is in need of an X-ray outfit, medical and instruction books, new buildings, furniture, hospital beds, motor ambulance and surgical instruments. It relies upon its record of work for public support.

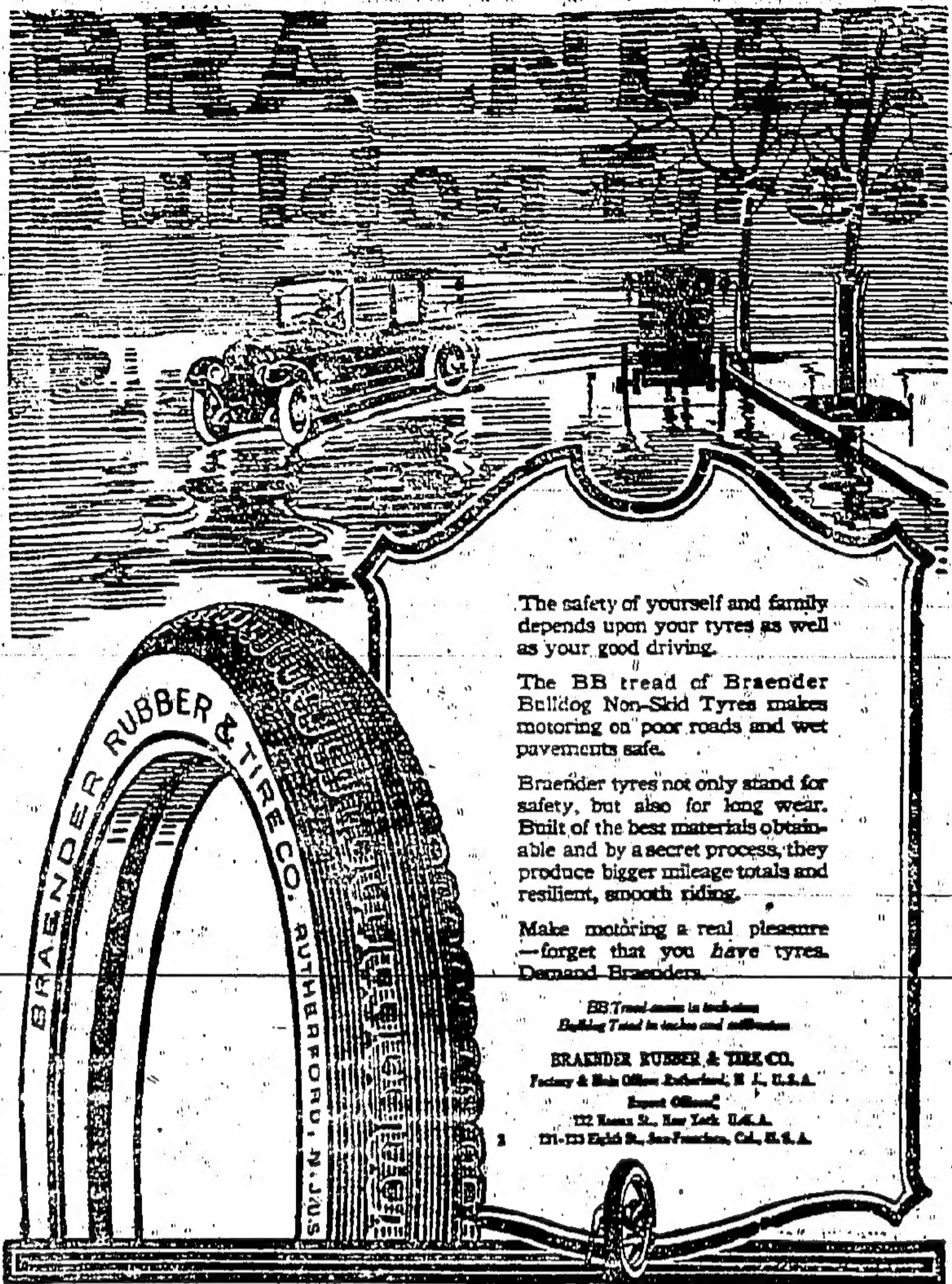
## YOKOHAMA BLAZE.

## LOSS OVER YEN 100,000.

Hundreds of thousands of yen invested in toys, lacquer work, paper, wax and matting for export were lost on July 16th in a Yokohama warehouse fire which started at 8.30 p.m. From the time the blaze was first seen until the big wooden building, which is located in the customs compound, was burned to the ground the work of the fire brigade was devoted only to saving the adjoining buildings. The fire lasted one hour and in this time every sign of the big building, which contained large supplies of goods owned by Japanese houses, was removed by the flames.

The fire brigade's prompt work and the absence of any wind in Yokohama on that night were the two factors which prevented the conflagration from spreading. It was a big wooden structure and the dry timbers made easy work for the flames. A large crowd gathered around the fire lines and as the blaze brightened the sky and around Yokohama Harbour more and more spectators came to witness the destruction. It was impossible to estimate the exact damage but it is known that the loss will run into hundreds of thousands of yen.





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### CIVIL AVIATION

70,000 PASSENGERS CARRIED IN A YEAR.  
ONLY ONE CASUALTY.

At the opening of the International Aero Exhibition in London on July 28th, Major General Sykes expressed satisfaction that the exhibits included the most modern aeroplanes, flying boats and amphibians. He said that it was most essential that the British in their air-girt empire should develop these types of aircraft. Since August 29th, 1919, said Major General Sykes, when international flying was first permitted, air services have been established between London and Paris and London and Amsterdam, and a service between London and Brussels will soon be inaugurated.

He mentioned that it was a remarkable fact that throughout the winter months there were only ten days when the London-Paris service was interrupted.

Major-General Sykes gave the following striking figures of the number of flights carried out in the first year of civil aviation:

Number of flights ..... 38,933  
Approximate mileage flown ..... 734,500  
Number of Passengers carried ..... 70,000  
Weight of goods transported (pounds) ..... 1,164,885

Of the large number of passengers carried, he said there had been only one fatality. There were 114 aeroplanes licensed and 519 machines registered up to the end of March. The value of imports and exports transported by air amounted to £200,000.

Lord Londonderry, at the opening of the exhibition, referred in his speech to the recent alarmist and exaggerated statements regarding aerial developments in other nations, especially Germany. He added that Germany at present has no undertakings licensed to participate in air traffic, which includes 19 transport companies, of which only two are actually working and 30 factories, four of which are engaged in research work, two of these in designing engines. The control commission has sanctioned a few commercial machines of no military value for the purpose of the resumption of air traffic in Germany on a small scale.

General Sykes alluded in his speech to the presence of so many representatives from the Dominions as proving the universal interest that has been aroused in aviation.

### WHITE TEETH IN DISEASED SOCKETS ARE DOOMED

Most people think they can save their teeth just by keeping them white and free from decay. This is important but it isn't enough.

The vital thing is to keep the gums healthy. Because Pyorrhea, the greatest tooth destroyer of all, starts under the gums. If unchecked, the Pyorrhea germs undermine and destroy the tooth sockets. Then the entire supporting foundation of your teeth is gone. So they loosen and fall out or must be extracted—though they may be sound and undecayed.

That is why dentists in increasing numbers prescribe Pyorrhoeide Powder to keep gums healthy and to restore health to bleeding, receding, spongy or tender gums.

In addition to its ingredients which keep the teeth white and clean, Pyorrhoeide Powder is medicated with Dentinol, a germicidal and healing agent used by dentists in the treatment of Pyorrhea.

Pyorrhoeide Powder tones up the gums, stimulates their blood circulation, helps to keep them hard and firm. Its effectiveness has been PROVED by thorough tests in clinics devoted to Pyorrhea research.

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TJILEBOET	JAVA	6th Aug.	11th Aug.	YOKOHAMA
HAITANG	JAVA	8th Aug.	13th Aug.	JAVA
TJIEEMBANG	JAPAN	16th Aug.	20th Aug.	JAVA

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AMSTERDAM & HAMBURG	..	..	..	September.
ROTTERDAM & HAMBURG	..	..	..	October.
AMSTERDAM & HAMBURG	..	..	..	November.

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SHIPBUILDERS.  
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OXY-ACETYLENE & ELECTRIC WELDERS.  
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TAIKOO DOCKYARD & ENGINEERING COMPANY  
OF HONGKONG, LIMITED.

—DRY DOCK—

Length 787 Feet.

Length on Blocks 750 Ft.

Depth on Centre of

SH (H.W.O.S.T.) 34 ft. 6 ins.

—THREE SLIPWAYS—

Capable of Handling Ships Up

to 3,000 Tons Displacement.

Electric Crane at Sea Wall, Capable of

Lifting 100-Tons at 70 Feet Radius

BUTTERFIELD & SWIRE.

TEL. ADDRESS: "TAIKOO DOCK," HONGKONG. AGENTS.

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HONGKONG, CHINA & JAPAN.

CALL FLAG: "C" OVER AM. PENNANT.

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### SEAMEN'S INSTITUTE.

21, PRAYA EAST, HONGKONG.

FOR the use of all Men of the Mercantile Marine and R.M. Navy.  
Reading and Writing Rooms, Billiard Room, Officers' Room, C.P.O.'s Room, Restaurant, Concert Hall, Church.  
Private Cabins and beds in Dormitories.  
Motor Launch "Dayspring."

[78]

### ASAHI BEER



SOLE AGENTS  
MITSU BUSSAN KAISHA

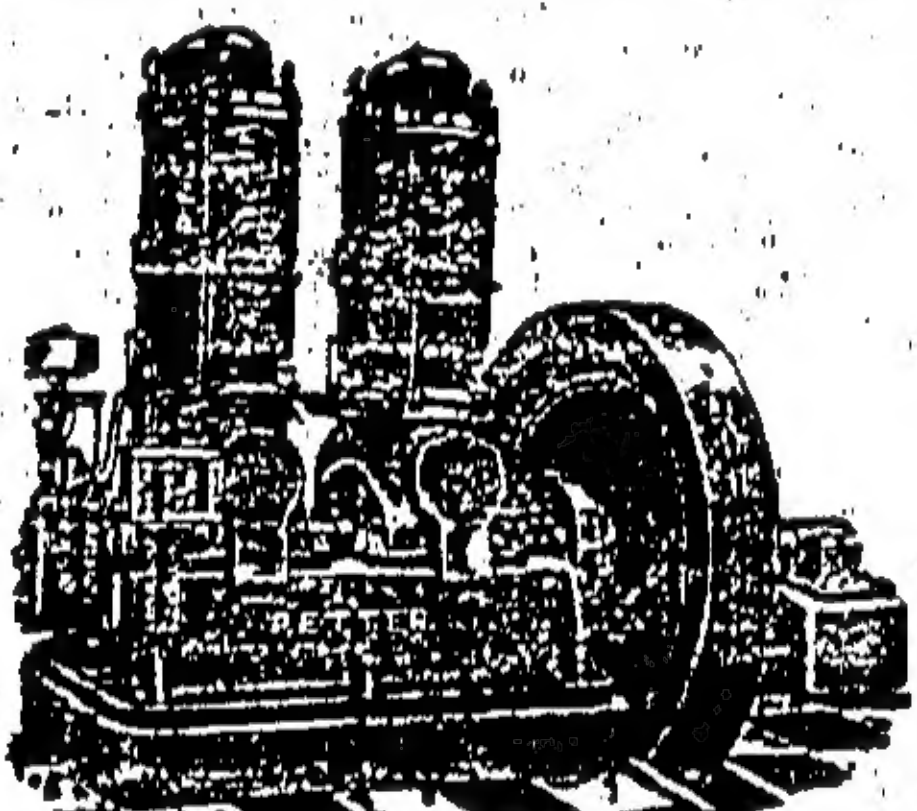
ON SALE

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December, 1919.

With INDEX, Price \$7.50.

On sale at the HONGKONG DAILY PRESS Office.

### VICKERS-PETTER SEMI-DIESEL CRUDE OIL ENGINES



SIMPLICITY—  
RELIABILITY—  
ECONOMY  
A STANDARD SERIES.

FOR WORKING ON CRUDE & RESIDUAL OILS OR REFINED PETROLEUM MANUFACTURED FOR BOTH MARINE AND LAND

100 H.P. VICKERS-PETTER USE FROM SEMI-DIESEL LAND-TYPE ENGINE 10 TO 450 H.P.

For further particulars apply to  
WM. C JACK & CO., LTD.

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SOLE AGENTS FOR HONGKONG AND SOUTH CHINA

[20]

### A GOOD INVESTMENT

Is always sought after. Any expenditure, however, which promotes one's well being is a sound investment. Good health, undoubtedly, is one of the greatest assets a man or woman can possess for without it none can be at their best physically or mentally. Hence good health, the joy of life is dimmed. Beecham's Pills are a paying investment for all who desire to promote and maintain good health. It is wise to have recourse to this wonderful specific on the first signs of indigestion. When the stomach is disordered, when the appetite is poor, when the bowels are irregular, the liver sluggish or you feel generally out of sorts you cannot do better than take a few doses of this world-famous medicine. You will certainly benefit. There are ample returns in health and satisfaction for all who invest in the remedy of

## Beecham's Pills

Prepared only by THOMAS BEECHAM, St. Helens, England.

Sold everywhere in boxes, 1/6 (5 pills), 1/4 (12 pills), 1/2 (25 pills), 1 (50 pills).

[118]

### JUST ARRIVED

A CONSIGNMENT OF

MESSRS. SHANKS & CO., LTD.

SHIPS CLOSET

BALTIC

PACIFIC

MEDITERRANEAN

ABOVE AND BELOW WATER LINE.

C. E. WARREN & Co., Ltd.,

87, 82, Des Vœux Road Central,

Established 1900.

[34]



SOAP & WATER

Soap and Water only remove surface dirt and leave the skin dry. Oatine Face Cream cleanses and restores the complexion and leaves the skin soft and healthy.

## Oatine FACE CREAM

USE IT AND PROVE ITS VIRTUE.

THE NEW FRENCH REMEDY.  
THERAPION NO. 1  
THERAPION NO. 2  
THERAPION NO. 3  
For the treatment of all skin diseases. No. 1 for Eczema, No. 2 for Psoriasis, No. 3 for all other skin diseases. Price in Hong Kong, 1/6 per box. Sold everywhere. See TRADE MARKED WORD "THERAPION" on box. 1917. TRADE MARKED WORD "THERAPION" on box.

### SOLDIER "OFFICIALLY" DEAD.

PROTESTS TO WAR DEPARTMENT UNAVAILING.

Herman Phillips, of Berlin, Illinois, an employee of the Chicago and Alton Railway, has come east to receive his own body, which the War Department insists it is forwarding direct from the cemetery at Chateau-Thierry, in France, wrote the Times correspondent at New York on June 14th.

Phillips was formerly a member of the 4th Infantry and was severely wounded at Chateau-Thierry on July 28th, 1918. He was invalided home and recovered, but two weeks ago his father received official notice that the body of his son was being shipped, and he was directed to prepare to receive it.

Phillips himself telegraphed to the War Department that the announcement of his death was "exaggerated." Later he made a visit in person to convince the officials he is still alive, but it was futile. The Department not only insisted he is dead, but also was determined to deliver the body, and the father was compelled on two occasions to decline to accept his son's insurance money. Phillips says only four out of a company of 250 who went into the engagement in which he was wounded survived.

### COLONEL HOUSE.

JOINS STAFF OF THE "PUBLIC LEDGER" SYNDICATE.

The present visit of Colonel E. M. House, who was a member of the American Peace Delegation at Paris, to Europe is in part at least a journalistic mission. Colonel House, while in Europe, will write for the Public Ledger Syndicate, which is building up one of the largest international news gathering and distributing agencies in the world.

Other noted men now writing for the Ledger Syndicate include William Howard Taft, former President of the United States; Sir George Paish, the great English economist; Carl W. Ackerman, Seymour B. Chomsky and Wythe Williams, experienced and brilliant newspaper men. There has been considerable conjecture about the purpose of Colonel House's visit to Europe.

### THE PSYCHOLOGY OF SHOES.

There is, to-day, no item of dress more indicative of character than the shoe (writes Mrs. Gordon Stables in the Evening Standard). What a world of psychological difference between the woman who takes a size too small and her who affects a size too large! What a wealth of significance in the choice of a heel, a Louis, a Cuban, a waisted peg-top. High thinking and high-heeled seldom go together, while low-heeled and high brows have ever been connected, since the classic days of the scandal. Yet entire heedlessness, as exemplified in the ballet shoe of the dancer, is, of course, quite another pair of shoes.

And then the "uppers." May not the frivolity of the wearer be inferred in direct ratio to their pallor? Surely seriousness of outlook declines in exact proportion to the degree in which the shade approaches from black to white the intermediate shades of grey and putty indicating the half-way stage. Even buttons have their significance, if rightly interpreted.



## DODWELL &amp; COMPANY, LD.

STEAMSHIP SERVICES

Regular Sailings to  
**NEW YORK**

via Panama Canal.

S.S. "LOWTHER CASTLE" ... on or about 31st July.  
S.S. "EGREMONT CASTLE" ... on or about 12th Sept.

## LLOYD TRIESTINO

For SHANGHAI &amp; JAPAN

S.S. "INNSBRUCK" ... on or about 31st July.  
S.S. "HUNGARIA" ... on or about 31st August.

For BRINDISI, VENICE &amp; TRIESTE.

Taking Cargo on through Bills of Lading for LEVANT, BLACK SEA &amp; DANUBE

via SINGAPORE, PENANG &amp; COLOMBO

S.S. "PILSNA" ... on or about 8th August.  
S.S. "INNSBRUCK" ... on or about 8th September.  
S.S. "HUNGARIA" ... on or about 2nd October.

## NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S.S. CO.)

Regular Services between

JAPAN, HONGKONG &amp; JAVA.

For JAPAN

S.S. "BORNEO MARU" ... sailing on or about 2nd Aug.

For JAVA

S.S. "RIOJUN MARU" ... sailing on or about 30th July.

## OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA)

Steamship Service Trans-Pacific.

Also to Australia, Europe, etc.

## NATAL LINE OF STEAMERS.

Taking Cargo on through Bills of Lading for SOUTH AFRICAN PORTS with transshipment at CALCUTTA.

in conjunction with the

INDO CHINA STEAM NAVIGATION CO., LTD.  
AND APCAR LINES.

connecting with

S.S. "UMONA" sailing from CALCUTTA ... on or about 30th August.

For Freight or Passage on any of the above lines apply to—

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Agents.

110

## CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"  
15,000 tons 10,200 tons 11,000 tons

SAILINGS FROM HONGKONG FOR

## SAN FRANCISCO

via SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" "CHINA" "NILE"  
Aug. 19th. Sept. 24th. Aug. 28th.

An unsurpassed high-class passenger service.

O. H. RITTER, Prince's Buildings, Ice House Street.

Telephone, Passenger Dept. 1934. Telephone, Freight Dept. and Agent 2161.

## PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

Operating the new first-class steamers

"ECUADOR", "VENEZUELA" &amp; "COLOMBIA,"

HONGKONG TO SAN FRANCISCO,

via SHANGHAI, KOBE, YOKOHAMA &amp; HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

S.S. "VENEZUELA" ... Aug. 11th.

ALSO

## HONGKONG-CALCUTTA SERVICE.

S.S. "LAKE GITANO" ... Friday, July 30th for Singapore, Haiphong and Saigon.

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havana, Central and South American ports.

For further information apply to—

PACIFIC MAIL S.S. CO.

Hotel Mandana

Telephone 141.

Cable Address "SO'LANO"

## LOS ANGELES PACIFIC NAVIGATION COMPANY

TRANS-PACIFIC FREIGHT SERVICE

HONGKONG

TO

LOS ANGELES, CALIFORNIA, U.S.A.

DUE DEPARTURES ABOUT  
S.S. WEST MONTOP ... July 31st.  
S.S. WEST HIKI ... Aug. 2nd.  
S.S. VINTA ... Aug. 12th.  
S.S. WEST HIKTON ... Oct. 7th.SAILINGS ABOUT  
S.S. WEST MONTOP ... Aug. 3rd.  
S.S. WEST HIKI ... Aug. 25th.  
S.S. VINTA ... Sept. 15th.  
S.S. WEST HIKTON ... Oct. 10th.

Through Bills of Lading to all U.S. and Canadian Overseas Points no Transshipment en route.

Shipside connection with the Baltimore, Santa Fe and Southern Pacific Railroads.

Head Office—Los Angeles, Calif.

Branch Office—Kobe, Shanghai

(Manila, Singapore)

Hongkong Office—Prince Building, Chester B.

Tel. No. 1082.

J. E. RICHARDSON

General Agent for South China

NO GUARANTEES FOR  
RUSSIAN TRADE.U.S. PROCLAMATION PLACES RISK  
ON TRADER.

The full text of the State Department's announcement of the removal of the restrictions on trade between citizens of the United States and Soviet Russia has been received by the American Embassy in Tokyo. The American Government simply allows its nationals to enter Russian trade there, without guaranteeing any sort of protection or backing. The announcement follows:—

"Restrictions which have heretofore stood in the way of trade and communication with Soviet Russia were to-day removed by action of the State Department. Such of these restrictions, however, as pertain to shipment of materials susceptible of immediate use for war purposes will for the present at least be maintained. Political recognition present or future of any Russian authority exercising or claiming to exercise governmental functions is neither granted nor implied by this action.

It should be emphasized, moreover, that individuals or corporations availing themselves of the present opportunity to trade with Russia will do so on their own responsibility and at their own risk. The assistance which the United States can normally extend to its citizens who engage in trade or travel in some foreign country whose Government is recognized by the United States cannot be looked for in the present case, since there is no official or responsible Russian authority with which this Government can maintain these relations usually subsisting between nations.

Action which the United States is now taking in nowise constitutes a recognition of validity of industrial or commercial concessions granted by any existing Russian authority. American citizens availing themselves of the present relaxation of restrictions are warned against the risks incident to acceptance of commodities or other valuable titles which may later be brought into question.

The situation which at present prevails relative to travel from or to Russia will be unaffected by the removal of trade restrictions. Passports for Russia cannot be issued nor will any change be made in visa regulations now in force. Since it is not desirable at this time to undertake negotiations with Soviet postal authorities the Post Office Department will be unable to accept mail from or to Soviet Russia. There has never been any parcel post between the United States and Russia and this mode of forwarding goods is therefore unavailable.

## F.M.S. MALARIA BUREAU.

DANGER OF DOMESTICATING THE  
ANOPHELINE.

In the course of his report on the F.M.S. for 1919, the Chief Secretary, Sir E. L. Broekman, K.C.M.G., writes on the Malaria Bureau as follows:—

"The work done by the Malaria Bureau was severely handicapped by the sickness which is the unavoidable concomitant of such work, but much valuable information was collected. The great amount of field work done in spite of sickness and shortage of staff is indicated by the following figures:—Breeding places found and examined 1,564; larvae identified microscopically 20,500; adults bred out and identified 4,802. Much increased interest in the work of the Bureau has been shown by outside workers and others.

An interesting and somewhat disturbing question raised in the course of the field work during the last two years is as to whether there is not a danger of domesticating the anopheline as a result of anti-malarial clearing and drainage work as at present carried on. During the whole of 1918 anophelines were found in eight times in artificial breeding places such as damaged tires, broken jars, etc., and the surroundings in which the eight cases occurred suggested the idea that it was the destruction of neighbouring natural breeding grounds which had driven the insects to artificial breeding places commonly found close to human dwellings. Much more information must be collected before it can be decided whether this idea represents a real danger, or is a mere chimera.

HOW ARE THE MIGHTY  
FALLEN.

THE KAISER'S THRONE FOR SALE.

The ex-Kaiser Wilhelm's throne, with 64 articles of Imperial furniture, arrived recently at New York for sale at an early date. The authenticity of the relics is guaranteed, says the Daily News correspondent.

When the Kaiser fled, his treasures people in Berlin were left with accounts unpaid. Forgetting past favours they applied to the Courts for orders, and it is said, afterwards sacked the Hohenzollern Palace as ruthlessly as the Hohenzollerns themselves had looted the chateaux of France. The Republican Government in Berlin probably desired this convenient dispersal of hereditary grandeur by legal process.

Royal beds were seized to pay for "Wienerwurst." Grocers, bakers and butchers secured three complete sets of furniture, including one made for the Empress Elizabeth, wife of the Emperor Friedrich Wilhelm the Fourth, with her initials woven into the Aubusson tapestry coverings. Antiques dating back a thousand years, rugs made to the ex-Kaiser's order in the Near East, famous wall-hangings and all the red plush of the Throne Room, embroidered with Prussian eagles, were carted away in vans like so much junk. Purveyors who had grovelled to the All-Highest displayed no gratitude when their illustrious creditor absconded. The products of bankruptcy were soon scattered in pawnshops, whence the present collection of trophies has been made. The further export of such looted treasures may be difficult, but the present scandalous comedy shows how simple it is to empty the place of the Caesars.

## THEATRE ROYAL

POSITIVELY OUR LAST NIGHT

TO-NIGHT TO-NIGHT

FRIDAY, JULY 30TH

THE  
LEYLAND HODGSON

REVUE CO.

IN

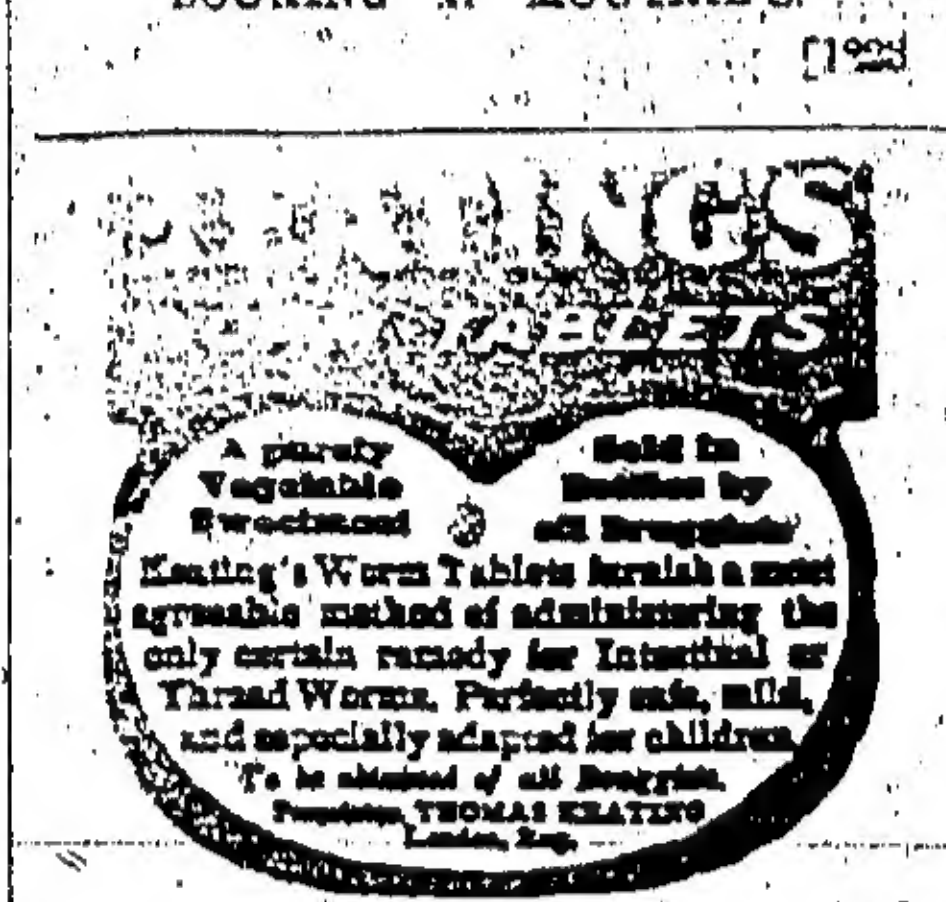
"PERSIANA"

"PERSIANA"

"PERSIANA"

LONDON'S MOST SUCCESSFUL REVUE

BOOKING AT MOUTRIE'S.



**CHAPOTEAUT'S  
MORRHUOL**

Superior to Emulsions of Cod Liver oil.

Each tiny Morrhuol capsule represents the medicinal value of a teaspoonful of oil.

Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.

Sold in bottles of 100 Capsules.

Sold by all Chemists.

CHINA COAST METEOROLOGICAL  
REGISTER.

JULY 26TH A.M.

Station.	Hour	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Weather.
Vladivostok	6 a.	—	—	—	—	—	—
Nemuro	6 a.	—	—	—	—	—	—
Hakodate	—	—	—	—	—	—	—
Tokyo	—	—	—	—	—	—	—
Kobe	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—
Kagoshima	—	—	—	—	—	—	—
Osaka	—	—	—	—	—	—	—
Naha	—	—	—	—	—	—	—
Ishigaki	—	—	—	—	—	—	—
Bonin Island	—	—	—	—	—	—	—
Walhaiwei	6 a.	29.71	78	91	S	1	b
Hankow	—	—	—	—	—	—	—
Ichang	—	—	—	—	—	—	—
Kinchiang	—	—	—	—	—	—	—
Changsha	—	—	—	—	—	—	—
Shanghai	—	29.72	77	100	S	2	b
Guizhou	—	29.70	78	95	SSW	2	b
Harbin	7 a.	29.73	81	87	WNW	1	b
Amoy	6 a.	29.70	82	82	—	0	c
Swatow	—	29.75	81	81	ESE	1	c
Taipei	—	29.68	79	84	—	2	c
Taipei	—	29.69	81	—	SSW	2	c
Tainan	—	29.87	81	—	N	4	c
Koshun	—	29.87	77	—	—	0	b
Pescadore	—	29.83	79	—	W	2	b
Canton	—	29.88	79	96	WNW	1	b
Hongkong	—	29.85	81	85	E	3	c
Gap Rock	—	29.84	—	—	ESE	4	c
Macao	—	29.83	79	84	WNW	4	b
Yokohama	8 a.	—	—	—	—	—	—
Hohow	—	—	—	—	—	—	—
Pakhoi	—	—	—	—	—	—	—
Phu Lien	7 a.	29.85	79	89	ENE	4	o
Tourane	—	29.85	77	—	WNW	2	o
Cape James	6 a.	—	—	—	—	—	—
Apurri	—	—	—	—	—	—	—
Dagupan	—	29.68	77	94	WNW	4	r
Manila	—	29.71	77	91	W	3	o
Cebu	—	—	—	—	—	—	—
Yokohama	—	29.73	81	92	SE	4	o
Surigao	—	42.0	75	—	—	5	o
Labuan	6 a.	—	—	—	—	—	—

T. E. LEFFERS, Director.

1. Barometer reduced to 32 degrees Fahrenheit, on level of the sea in inches, tenths and hundredths.
2. Temperature, in the shade, in degrees Fahrenheit.
3. Humidity, in percentage of saturation, the quantity of air saturated with moisture being 100.
4. Direction of Wind, to two points.
5. Force of Wind, according to Beaufort Scale.
6. State of Sky, by blue sky, or detached clouds, or drizzling rain, fog, gloomy, hazy, lightning, overcast, passing showers, equal rain, snow, thunder, visibility, wind.
7. Rain, in inches, tenths and hundredths.

INDO-CHINA  
STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION

MANILA ... "YUENSANG" ... Fri. 30th July, 3 p.m.  
SHANGHAI via SWATOW ... "TUNGSHING" ... Sun. 1st Aug. 11 a.m.  
HAIPHONG via SWATOW, WEIHAIWEI & CANTON ... "CHIPSING" ... Sun. 1st Aug. 11 a.m.  
SHANGHAI via HOIHOW ... "LOKSANG" ... Sun. 1st Aug. 8 a.m.  
SHANGHAI ... "KWANGSANG" ... Thu. 5th Aug. 11 a.m.  
SANDAKAN ... "HINRANG" ... Sat. 7th Aug. Noon  
STRAITS & CALCUTTA ... "LAISANG" ... Tues. 10th Aug. 3 p.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore, returning to a Calcutta steamer proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation sailing from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hothow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up to date accommodation for passengers.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chetoi.

## CALCUTTA LINE.

## S.S. "LAISANG"

SINGAPORE, PENANG and CALCUTTA.

will be despatched on or about Aug. 10th, at 3 p.m. for

Cargo accepted on Through Bills of Lading (Transshipment at Singapore) to RANGOON, PORT SWETTENHAM MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson &amp; Co., Ltd.

GENERAL MANAGERS

Telephone No. 215.

## GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS, CHINA &amp; JAPAN SERVICE.

OUTWARDS.

Vessel ... Due Hongkong

"GLENANDA" ... 3rd Aug.

"GLENARIFFE" ... 8th Aug.

HOMEWARDS.

Vessel ... Leave Hongkong

"GLENGLYLE" ... 2nd Aug.

M/V "GLENARA" ... about 12th Aug.

M/V "GLENAMOY" ... 22nd Aug.

S/S "GLENANDA" ... 8th Sept.

M/V "GLENARIFFE" ... Middle of September

"CARNABYONSHIRE" ... End of Sept.

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson &amp; Co., Ltd.

The Glen Line, Ltd.

The Royal Mail Steam Packet Co.

Owners of "Shire" Line.

Tel. No. 215, sub. ex. 22.



## KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ... Y20,000,000

President: Mr. Y. KAWASAKI.

Vice-President: Mr. K. MATSUZAKI.

Managing Director: Mr. MATSUYA ABE.

The Company has on hand a Large Number of

## NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet—

Eleven steamers of 9,100 tons each deadweight.

And under the Company's management

Twenty steamers of about 9,100 tons deadweight each

Two steamers of about 6,400 tons deadweight each.

Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA,

No. 8, BARR, KOBÉ.

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## AMERICAN &amp; ORIENTAL LINE

FOR HAVANA AND NEW YORK  
via Panama Canal.

Subject to change without notice.

ORIENTAL AFRICAN LINE.  
INDIAN AFRICAN LINE.Cargo carried on through Bills of Lading from HONGKONG to BEIRA  
(KLAGON BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and  
CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.  
Managing Agent."ELLERMAN" LINE.  
ELLERMAN & BUCKNALL S.S. CO., LTD.

JAPAN, CHINA AND STRAITS

to

UNITED KINGDOM AND CONTINENT.

LONDON ... .. "KANSAI" ... 10th Sept.

LONDON ... .. "SWAZI" ... 20th Sept.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to  
the undersigned.

or to REISS &amp; Co., CANTON.

THE BANK LINE, LTD.

General Agents.

C. N. C.  
CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
PORT COURET	"ICHANG"	On 30th July, 10 A.M.
SWATOW and SINGAPORE	"LIANGCHOW"	On 30th July, Noon.
CEBU	"KANSU"	On 30th July, Noon.
SHANGHAI & TSINGTAO	"CHERAN"	On 31st July, 4 P.M.
HOIHOW, PAKHOI & HAIPHONG	"KAIFONG"	On 1st Aug., 9 A.M.
AMOI, SHANGHAI & FUKOW	"SUIYANG"	On 3rd Aug., 10 A.M.
SWATOW & BANGKOK	"LUCHOW"	On 3rd Aug., Noon.
MANILA, CEBU & LOILO	"TAMING"	On 3rd Aug., 4 P.M.
SHANGHAI	"KINJIANG"	On 5th Aug., Noon.
WIMAWAT, CHERPOO & THIENTH	"KUEICHOW"	On 7th Aug., 4 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO.  
Excellent Saloon accommodation. Ample Electric Light and Fans in Saloon and  
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three  
weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all  
Yantai and Northern China Ports. Passengers are landed in Shanghai, avoiding  
the inconvenience of transshipment at Wouung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow

For Freight or Passage apply to—

Telephone 38.

BUTTERFIELD &amp; SWIRE.

Agents.

## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good  
accommodation for First-Class Passenger Electric Light and Fans in staterooms  
and Saloons and Excellent cuisine.

FOR

## SWATOW, AMOI AND FOOCHEW

AND RETURN.

(Occupying 9 to 10 Days)	Steamer	Departure
"HAIHONG"	Capt. W. O. Passmore	TUESDAY, 3rd Aug., at 3 P.M.
"HAIHONG"	Capt. A. H. Stewart	FRIDAY, 6th Aug., at 3 P.M.
"HAIHONG"	Capt. J. S. Thomson	TUESDAY, 10th Aug., at 3 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,  
General Manager.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

## SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATES
SHANGHAI, KOBE & YOKOHAMA	"ANDRE LEBON" 22,000	On or about 3rd Aug.
	"PAUL LECAT" 20,000	On or about 15th Aug.
	"ARMAND BEHIG" 10,000	On or about 17th Sept.

MARSEILLES via SAIGON, HINGA-FORE, COLOMBO, DJIBOUTI, SUEZ, PORT SAID	"AMAZON" 10,000	On or about 17th Aug.
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ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

Telephone 740.

B. BODENFUSER,  
Acting Agent,  
Queen's Building.

## P. &amp; O. - BRITISH INDIA.

## APCAR AND EASTERN &amp;

## AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND).

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST &amp; SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

## PENINSULAR &amp; ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DUNERA"	5,400	15th Aug.	Singapore, Colombo & Bombay
"LAHORE" (Cargo)	5,300	15th Aug.	Marseilles, London & Antwerp
"KALYAN"	9,000	15th Aug.	Marseilles, London & Antwerp
"PLASSY"	7,400	25th Aug.	Marseilles, London & Antwerp
"KRIVA"	8,000	14th Sept.	Marseilles, London & Antwerp

## BRITISH INDIA - APCAR SAILINGS (South)

"TORILLA"	5,300	31st July 1 P.M.	Straits, Rangoon & Calcutta
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## EASTERN &amp; AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	18th Aug.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.
"KANOWNA"	7,000	22nd Sept.	

## SAILINGS TO SHANGHAI &amp; JAPAN

"DUNERA"	5,400	1st Aug.	Shanghai only.
"JAPAN"	8,100	3rd Aug.	Shanghai & Japan.
"PLASSY"	7,400	9th Aug.	Shanghai only.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.  
1st Saloon Passengers may travel by B.I.R.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.  
All Cabins are fitted with Electric Fans free of charge.  
Steamers and sailing dates are liable to be cancelled or altered without notice.  
Parcels Measuring not more than 5ft. x 1ft. x 1ft. will be received at the Company's Office up to Noon on the day previous to sailing.

## NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignee, and the Company's Surveyors, Messrs. GORDON &amp; DOUGLAS, at 10 A.M. on MONDAYS and TUESDAYS. All Claims must be presented within ten days of the Bazaar's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godown.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to MACKINNON, MACKENZIE &amp; CO., Agents.

25, Des Vaux Road Central, HONGKONG.

## O. S. K.

## OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

## LONDON, ANTWERP, ROTTERDAM &amp; HAMBURG

—Monthly direct service via Singapore and Port Said.

"ALPS MARU" (Call Marseilles) ... Tuesday, 7th Sept.

"ATLAS MARU" ... Saturday, 25th Sept.

## BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DUBBAN and CAPE TOWN via SINGAPORE.

"MEXICO MARU" ... Friday, 12th Aug.

"CHICAGO MARU" ... Thursday, 9th Sept.

## BOMBAY &amp; COLOMBO—Regular fortnightly service via Singapore

"LUZON MARU" ... Friday, 20th Aug.

## SAIGON, BANGKOK &amp; SINGAPORE—Regular Monthly service

"UNNAN MARU" ... Sunday, 1st Aug.

## SYDNEY &amp; MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"KUNAJIRI MARU" ... Friday, 25th Sept.

## VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA

Regular fortnightly service touching at intermediate ports to Japan and taking cargo to OYRELAND PORTS U.S. in connection with Chicago Milwaukee and St. Paul Railway

"AFRICA MARU" ... Saturday, 31st Aug.

## SAN FRANCISCO &amp; NEW ORLEANS.

"BORNEO MARU" ... Wednesday, 1st Sept.

## NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"HONOLULU MARU" ... Thursday, 5th Sept.

## JAPAN PORTS—Mojji, Kobe, Yokohama &amp; Yokohama.

## KEELUNG via SWATOW &amp; AMOI—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the U.S. at the same time as the Harbor Office.

"AMAKURA MARU" ... Sunday, 1st August.

## TAKAO via SWATOW &amp; AMOI.

For sailing dates and further particulars please apply to—

Tel. No. 744 &amp; 745.

Y. YASUDA,  
Manager,  
No. 1, Queen's Building.T. K. K.  
TOYO KISEN KAISHA

## HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN &amp; HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
SIBERIA MARU	20,000	... Aug. 10th. (from Yokohama)
JIENYO MARU	22,000	... Aug. 12th.
SEINTO MARU	22,000	... Sept. 3th.
PERSEA MARU	9,000	... Sept. 17th.
KOREA MARU	20,000	... Sept. 30th.

## SOUTH AMERICAN LINE.

## HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, Hilo, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA &amp; IQUIQUE.

TERMINI BY TRANS-AMERICAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
ANTO MARU	18,500	... Sept. 9th.
SEIYO MARU	14,000	... Nov. 9th.

For full information regarding passengers, freight and sailings apply to—

Y. TSUTSUMI, Manager,

King's Building.

Tel. Nos. 2374 &amp; 2375.

Agents at Canton:

Messrs. T. E. GRIFFITHS, LTD.

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## TRANS-PACIFIC FREIGHT SERVICE

operates the following U.K. Shipping Board Steamers

## For SEATTLE, TACOMA, VICTORIA, VANCOUVER

(calling at Shanghai and Kobe).

"CITY OF SPOKANE" ... About Aug. 19th.

## For PORTLAND direct.

(calling at Shanghai and Kobe).

"COAXET" ... About Aug. 22nd.

## For SAN FRANCISCO and SEATTLE.

"ELETON" ... About Aug. 6th.

Through Bills of Lading issued to Overland Common points.

For Freight and Passage apply to

## THE ADMIRAL LINE.

Telephone 2477 &amp; 2478.

Fifth Floor, HOTEL MANNING.

THE BARBER S.S. LINES, INC.  
THE ADMIRAL LINE.

Freight Service to Europe

Regular Service to

## ANTWERP and ROTTERDAM.

S.S. "WEST CAMPGAW" ... about Aug. 15th.  
S.S. "EASTERLING" ... about Sept. 15th.

For Freight Space and Particulars apply to—

## THE ADMIRAL LINE

Telephones. AGENTS. 5th Floor.  
2477 & 2478 Hotel Mansions.

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SERVICE to UNITED STATES  
NEW YORK and/or BOSTON

via Panama

S.S. "SAUCON" ... about 15th Aug.  
S.S. "CAPE MAY" ... about 15th Sept.

For freight, space and particulars apply to—

BARBER STEAMSHIP LINES, INC.  
THE ADMIRAL LINETelephones. AGENTS. 5th Floor.  
2477 & 2478 HOTEL MANNING.

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